



CIVIL AIR PATROL
U.S. AIR FORCE AUXILIARY

NEWS

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CAP Forms Safety Team Of Experts

MAXWELL AFB, Ala.—A National Safety Council has been formed by Civil Air Patrol to assist in the development and administration of the organization's nationwide safety programs. It is composed of representatives from six of CAP's eight geographical regions who were appointed by their region commander, a medical member and Lt. Col. Alton Hilton, CAP-USAF's director of safety.

Supported by the CAP National Executive Committee and National Commander, Brig. Gen. Richard N. Ellis, the committee held its first meeting in New Orleans and elected Col. Paul C. Halstead, Northeast Region, to head the council as chairman.

Elected to the vice-chairmanship was Lt. Col. Homer E. Jackson, Middle East Region and to the position of secretary Lt. Col. Jean Ferrel of the Rocky Mountain Region.

"Council members are exceptionally qualified and represent some of the best safety specialists within the civilian auxiliary of the United States Air Force," said Colonel Hilton. "Their qualifications range from an experienced air transport rated pilot to a safety engineer," he continued.

The council's medical (Continued on Page 5)



WINTER WONDERLAND—This photograph was made by an Associated Press newsman from a Civil Air Patrol plane. The picture was reproduced in newspapers across the nation following one of the heaviest snow storms in recent years in New York State. This snow-bound farmstead is located in Schoharie County, N.Y. (Photo courtesy of Associated Press)

New York Wing In Snow Rescue Combined Effort

NEW YORK—Civil Air Patrol members joined civic, Red Cross and Civil Defense officials, plus hundreds of other volunteers, in relief work in central and upper New York State following one of the heaviest snow storms in recent years in late December.

The snow began falling immediately after Christmas. Two days later, the storm had dumped more than 26 inches of snow on the area with drifts many feet deep.

Heaviest hit was the area of Albany-Troy-Shenectady in mid-state and Plattsburgh in the upper part of the state. A CAP observer, after flying over the section, reported that "Schoharie County is 90 per cent 'socked in'."

Sections of Massachusetts, Vermont, Maine, New Hampshire, and Rhode Island also were hard hit.

Civil Air Patrol planes flew reconnaissance over the snowed-in countryside, seeking those who might be in need of help. Families in rural and outlying areas were advised by radio and TV to stamp out the letter "H" in the snow if they needed help or to signal planes flying over in some other way. Others were able to call in by telephone for assistance.

The planes flew from a field closed to all traffic except CAP aircraft. Planes from as far away as Long Island and White Plains flew in to assist.

CAP volunteers joined others in using snowmobiles and four-wheel drive vehicles to move food supplies, medicine, and stock feed to those who ran short because of the holiday period. Deep snow prevented automobiles from moving.

Washington Cadet Named To Receive \$5,000 Reed Pigman Flight Scholarship

MAXWELL AFB, Ala.—The second annual Reed Pigman Flight Scholarship providing four-months of flight training valued at \$5,000 and leading to a commercial license, has been awarded to Civil Air Patrol Cadet Charles D. Moores of Seattle, Washington.

Moores, an 18-year-old cadet captain and commander of

cadets in the Seattle Composite Squadron, was named winner of the grant by a Headquarters CAP-USAF selection panel.

Should Moores not pursue the scholarship, two alternates were selected. They were William R. Cotney of Oxford, Ala., and Dennis G. Nash of Battle Creek, Mich.

The flying scholarship was

established by Mrs. Reed Pigman for the first time last year in memory of her late husband. The late aviation pioneer founded American Flyers Inc., a charter airline and flying school at Ardmore, Okla.

The \$5,000 grant pays for all instruction leading to a commercial pilot rating. Meals and housing will also be furnished during the four-month period of flight training at Ardmore. (Continued on Page 12)

Wins medals for valor

Army Decorates Former Cadet

MILWAUKEE, Wisc.—A former member of the Wisconsin Wing, U.S. Army Sp5 Duane L. Heda recently was decorated eight times for valor in action in Vietnam at a ceremony here at the Gross-Yaksh VFW Post 6498. He received the medals from Army Maj. A. J. Sheehan while Capt. J. H. Dennis read the citation accompanying each.

Specialist Heda earned the Distinguished Flying Cross, the Air Medal with a "V" cluster, Army Commendation Medal and the Purple Heart all for services in Vietnam.

Specialist Heda received the Distinguished Flying Cross, the nation's fourth highest decoration and the Purple Heart for heroic action while wounded in both arms, May 9, 1969. He held off the enemy with accurate machinegun fire to rescue wounded soldiers aboard his aircraft.

Earlier the same week, he

won the Soldier's Medal for going to the assistance of a downed AH-1G Cobra Gunship when he rescued the pilot from



DECORATED—Army Sp5 Duane L. Heda, a former member of Civil Air Patrol, displays the medals he earned while serving in Vietnam. He was decorated for valor at a recent ceremony in Milwaukee, Wisc.

the burning aircraft that crashed deep in enemy-held territory. He continued to search the burning helicopter for other survivors and didn't pull out until the intense heat made it impossible to continue his search efforts.

He earlier earned the Air Medal with the "V" cluster for flying after dark missions over an unsecured area, March 22, in which he was to check the security of a bridge reportedly a target of destruction. He held the bridge until the Vietnamese Popular Forces arrived to relieve him of his task. He earned the fifth through tenth oak leaf clusters to the medal for completing more than 150 air missions over hostile territory.

Serving as a member of the 9th Aviation Battalion, 9th Infantry Division, Heda received the Army Commendation Medal for exceptional meritorious service from Dec. 2, 1968 to Apr. 10, 1969.



CAP TO THE RESCUE—This Weasel from the Hazelton Squadron 203 of the Pennsylvania Wing was used in a wide variety of emergency services actions when 12 inches of snow fell Christmas Day in the Hazelton area. Engaged in rescuing stranded motorists and bringing an expectant mother to the hospital with the weasel were Maj. Hubert J. Waskovich, 1st Lt. William Stauffer and C/Lt. Col. Hubert J. Waskovich Jr. all of the Hazelton Squadron. (Photo courtesy of the Hazelton Squadron)

Maj. Crawford Named Senior Membership Program Director

MAXWELL AFB, Ala.—A renewed, action-oriented emphasis is being applied here to enhance the role of the senior member in Civil Air Patrol.

Iowa Mourns Cadet Luse

CEDAR RAPIDS, Iowa—The Iowa Wing personnel paid their last respects to Army WO Kenneth A. Luse (19), by presenting an honor guard and fly-over to honor the former cadet commander who died in Vietnam from hostile action.

The son of Mr. and Mrs. Edward Luse of Cedar Rapids died when the helicopter he was on crashed and burned after being hit by ground fire while giving air cover to another downed aircraft.

Funeral services were held Dec. 31 at St. Andrew's Lutheran Church with Rev. James Leshar officiating.

Luse joined Civil Air Patrol in 1963 and two years later became the commander of cadets in the Cedar Rapids Composite Sq. He was active in all phases of the cadet program and earned his private pilot's license in gliders at the wing's 1966 flying encampment. A year later he earned private pilot certification in powered aircraft after attending a CAP-sponsored flying training encampment.

The former Cedar Rapids Composite Squadron member placed first in the primary helicopter pilot class at Fort Walters, Texas, in March and earned his warrant officer rating in July after placing third in his class at Ft. Rucker, Ala.

Chief of Staff's Son Killed In Plane Crash

HAMILTON AFB, Calif.—Capt. John D. Ryan, Jr., son of the Air Force Chief of Staff, Gen. John D. Ryan, was killed on Jan. 12 when his F-4D fighter-bomber crashed into San Francisco Bay following take-off from here.

The co-pilot, Capt. J. Travis Nelson, was also killed in the mishap.

Captain Ryan, who served for many years in the Civil Air Patrol cadet program, is one of two sons of the Air Force Chief; the other Capt. Michael Ryan is also a former CAP cadet, also assigned to Holloman AFB.

The officers involved in the crash, stationed at Holloman AFB, N.M., were taking off on the return leg of a training flight when the accident occurred. Captain Ryan was a 1965 graduate of the Air Force Academy and had been stationed at Holloman AFB since mid-1969. He had previously served in Thailand.

National Headquarters, CAP, officials recently reported two events that point to a brighter outlook for the more than 34,000 seniors across the nation.

The first action includes the channeling of all senior activities under the management eye of the Deputy Chief of Staff for Operations. Previously, senior activities had been divided between operations, which handled the flying aspects of the senior program, and the aerospace education directorate, which maintained senior training and incentive awards.

As part of this realignment, Maj. Gary D. Crawford, a recent Vietnam returnee, was named as director of senior activities. His tasks will be to oversee every aspect of senior involvement in Civil Air Patrol, an area ranging from training and educational opportunities to flying activities and awards.

The second event was the formation of a Senior Member Advisory committee. This group, with Col. William H. Ramsey, North Central Region commander, acting as chairman, is to investigate ways and means to improve the overall senior member program. Each CAP region is represented so that the views of members throughout the country will be considered.

CAP Active In Snow Crises

(Continued from Page 1)

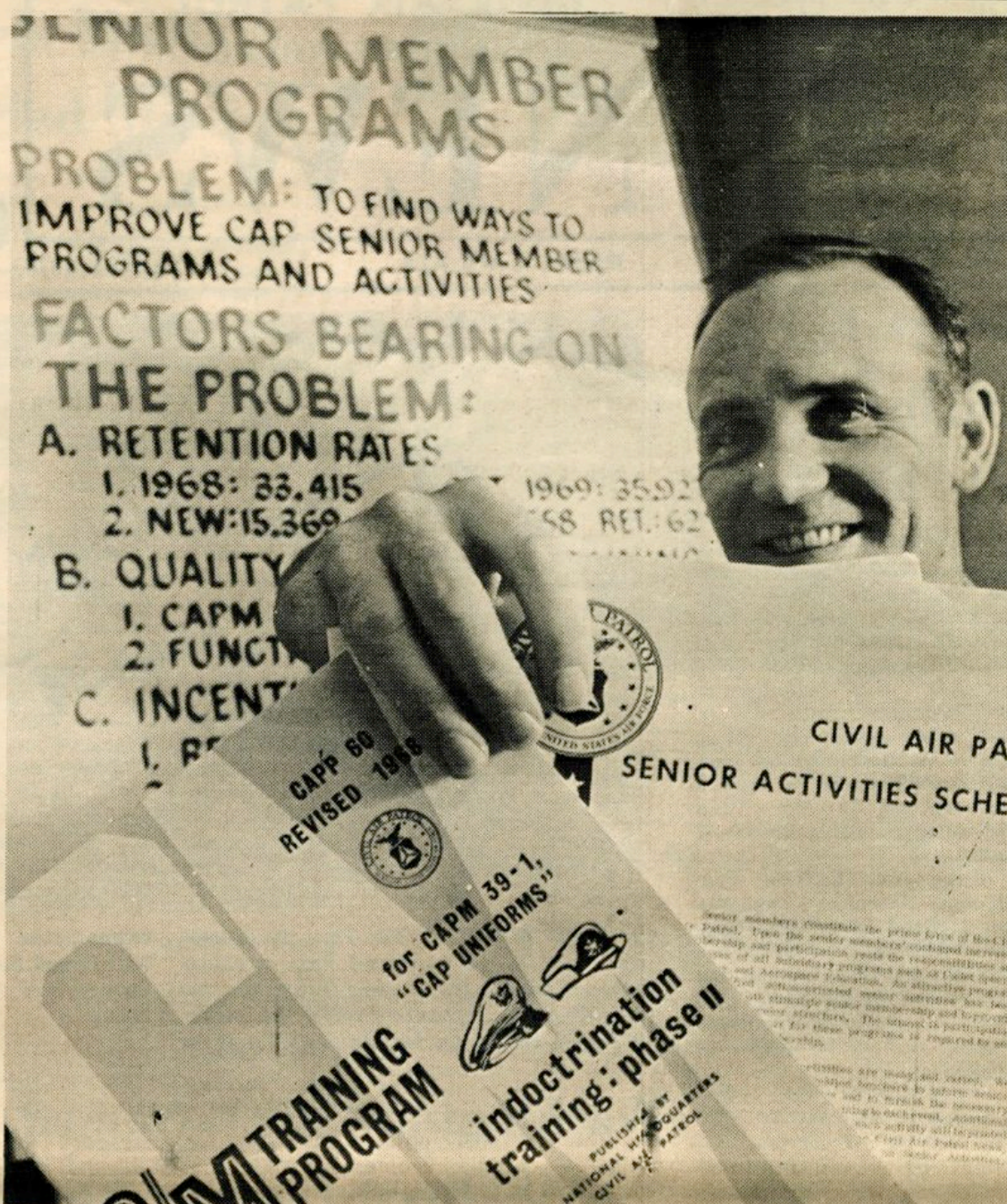
CAP members also provided transportation for nurses to and from a local hospital.

In one instance, Civil Air Patrol volunteers spent an entire day helping rescue pigs from under a barn which had collapsed from the weight of the snow.

Other CAP members helped man emergency telephones, answering calls for assistance. CAP radio equipment maintained two-way communication with all planes and ground vehicles.

One CAP plane flew a newsman over the hardest hit area. They photograph he took of a snowed-in farmstead in Schoharie County was used in newspapers across the nation.

Mission coordinator for CAP



MAN WITH THE HAND on the pulse of Civil Air Patrol senior member programs is Maj. Gary D. Crawford, a recent returnee from Vietnam and now assigned to Headquarters, CAP-USAF. Crawford oversees all aspects of the senior program including numerous training and educational activities designed to enhance the senior member's ability to warrant leadership positions of command. More than 34,000 volunteers of the more than 67,000 national membership are in the senior category. (United States Air Force Photo by MSgt. Bill Bond)

putting 11 rescue units into action.

There were 23 CAP fixed radio stations on the air and 45 mobile units with 39 operators manning them.



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Hansen Heads Committee To Aid Civil Air Patrol

ALLENTOWN, Pa., "The Truck Capital of the World," Dec. 21, 1969—The national commander of Civil Air Patrol, enthused over Zenon C. R. Hansen's proposal that all operators of aircraft support CAP through special memberships, has appointed him national chairman of the Industrial/Corporate Membership Committee. Hansen, chairman of the board and president of Mack Trucks, Inc., was named to the newly created position by Brig. Gen. Richard N. Ellis during a special meeting at the Lehigh Country Club.

Among those in attendance were Brig. Gen. F. Ward Reilly, chairman of the CAP National Board and Brig. Gen. Lyle W. Castle, Reilly's predecessor and now CAP legal officer.

General Reilly termed Hansen's concept as "the greatest thing that has happened to the Civil Air Patrol since its formation."

Hansen's proposal, which he will outline to corporations, businesses and other persons interested in aviation across the nation, would provide a needed source of revenue for the CAP. Activities of the CAP, he said, now are supported "entirely by loyal volunteer members."

"There is no direct dollar support from federal agencies or the Department of Defense," he said, "except for certain semi-obsolete aircraft and equipment."

Hansen stressed that the "record of the CAP in aerial missions and its search and rescue operations is something of which it can be proud."

While cognizant of CAP, the Mack chieftain stated, he was unaware of its far-reaching program until he attended the annual dinner of the CAP's Pennsylvania Wing on Sept. 6. The Wing is headquartered at Allentown-Bethlehem-Easton Airport under the control of Col. Phillip Neuweiler, and U.S. Air Force Lt. Col. William J. Beez, liaison officer.

At the meeting, he added, he learned much more about the organization's activities from Maj. Gen. Walter Putnam of the U. S. Air Force, then national commander of the CAP.

"General Putnam's talk stimulated my thinking and during the course of the evening I gave deep thought to what we, as corporate operators of aircraft, should do to be of assistance and support the fine program of the CAP," Hansen remarked.

He added: "I remember wondering how I, as a corporate chief executive operating aircraft, would react if I received a message that one of our planes was missing, and to whom I would turn to first for help. On Nov. 6, I faced that experience."

"Upon arriving at White Sulphur Springs, W. Va., in the afternoon of that day to deliver a talk to the New York Savings Bank Association, an urgent call from the tower and subsequent communication with my office brought the news 'Your jet, number N1021B, was lost from the radar screen making a normal approach into the Racine, Wisconsin Airport. No other information is available.'"

"While this crash occurred over water under Coast Guard jurisdiction, it could have occurred within the boundaries of the jurisdiction of the CAP. I am gratified that Mack's indicated support through a substantial gift to the Pennsylvania Wing of the CAP in the month of September provided us with the

satisfaction of knowing that we were not motivated by our own tragedy but were thinking of others as well in a similar situation."

Hansen said he also recalled that just a few months before, a plane that had been lost in California on March 11, 1967, had just been found. This plane was piloted by a friend of almost 30 years, with his wife and daughter aboard.

Hansen, following several sessions with officials of the CAP, is calling for the establishment of classes by a change in the "regular memberships" by-laws.

"I suggest that anyone flying aircraft or having to do with flying of aircraft be given an opportunity through definite classes of membership to support the organization," he stated.

He plans to discuss the inclusion of corporations through which businesses, scheduled carriers, suppliers, manufacturers and private operators could become members and support activities of the CAP "at a cost directly related to their exposure."

COMMTesT-70 Set for March

MAXWELL AFB, Ala.—Civil Air Patrol's annual nationwide communications exercise "COMMTesT-70" has been tentatively scheduled for Mar. 7, announced Col. Andrew J. Ritchey, CAP-USAF operations deputy chief of staff, recently.

The test is primarily designed to test CAP's nationwide communications network and the communications personnel responsible for manning these stations throughout the nation. To participate in the test are communicators from CAP's National Headquarters, CAP Region Headquarters, Wing Headquarters, all subordinate units and USAF-CAP Liaison offices both at region and wing level.

In a letter to field, Colonel Ritchey urged all region and wing personnel to coordinate the appointment and utilization of a CAP radio station to serve as an alternate station for its respective liaison station. "Selection of CAP stations serving as alternates should be given careful consideration to insure operational capability on designated Air Force frequencies," he said.

Instructions and authority pertaining to the appointment of such station are contained in CAP-USAF Regulation 100-1, dated Nov. 7, 1969, officials here said.

Wing Commander Neuweiler; Major Edward Gittleman of Allentown, wing project officer; Lt. Col. Beez and Capt. Paul T. West, aide-de-camp to Gen. Ellis, also attended the meeting in the country club.



TWO-FLAG GIFT—Zenon C. R. Hansen, chairman of the board and president of Mack Trucks, Inc., is presented a flag set, containing Old Glory and the U. S. Air Force flag, by U. S. Air Force Brig. Gen. Richard N. Ellis, national commander of the CAP.



BULLDOG WITH WINGS—Col. Phillip Neuweiler, commander of the Pennsylvania Wing, Civil Air Patrol, headquartered at Allentown-Bethlehem-Easton Airport, accepts a winged Bulldog from Zenon C. R. Hansen, chairman of the board and president of Mack Trucks, Inc. Others (from left) are Major

Edward Gittleman wing project officer; Brig. Gen. Lyle W. Castle, CAP legal officer; Brig. Gen. F. Ward Reilly, Chairman of the CAP National Board, and U. S. Air Force Brig. Gen. Richard N. Ellis of Maxwell Air Force Base, national commander of the CAP.

Six Interim Commanders Appointed

MAXWELL AFB, Ala.—Six interim wing commanders were recently appointed to direct Civil Air Patrol efforts in their various states.

Lt. Col. Eugene A. Kerwin has been elevated from deputy commander for cadets to commander of the Hawaii Wing. A native of Brooklyn, N.Y., Kerwin has also served as wing inspector.

His CAP career has been highlighted by numerous honors and awards. Among his civic involvements are memberships in the Air Force Historical Foundation, Defense Supply Association, National Aeronautical Association and the Hawaii Restaurant Association.

Assuming command of the Rhode Island Wing is Lt. Col. Edgar M. Bailey. A native of Ashland, Ky., Colonel Bailey has held various staff positions ranging from squadron commander to wing deputy commander.

He was awarded the Exceptional Service Medal for participation in a hazardous mission during floods in 1955. A second award of this ribbon was made for another mission in 1966.

In assuming command, Colonel Bailey said he plans to continue the work and progressive programs initiated during Colonel Pansey's administration. He said older aircraft will be phased out and replaced with newer equipment, and the aerospace education program for cadets will be modified and should result in increased cadet participation.

Lt. Col. Donald R. DeFoe has assumed command of the New Hampshire Wing. A native of Detroit, Michigan, Colonel DeFoe retired from the Air Force in 1964 with the permanent rank of Lieutenant Colonel.

Colonel DeFoe has held many important administrative and special positions in Civil Air Patrol, and in May of 1965 he was appointed Deputy Wing Commander of the New Hampshire Wing.

Lt. Col. Gerald Quilling joined the Minnesota Wing as a cadet in January, 1943, and has held many positions of leadership in the wing since that time.

Before assuming command of the wing, Colonel Quilling served as Chief of Staff of Minnesota Wing for nearly two years before

being appointed deputy commander in March, 1969.

Colonel Quilling is one of four members of the Minnesota Wing CAP who have put in more than twenty-five years in the organization.

Lt. Col. Harry Harkins, newly appointed interim commander of the Georgia Wing, is a native of Atlanta. During World War II, he was an instructor at Craig AFB, Ala.

Serving in various CAP positions through the years, Colonel Harkins has recently held wing staff positions as information officer, assistant inspector and deputy commander.

In Kentucky, Lt. Col. Richard Dooley has succeeded Colonel George B. Carter, Jr. as commander. A former deputy wing commander, Colonel Dooley pledged his time and efforts to continue the growth pattern Kentucky has experienced under Colonel Carter's command.

A native of Missouri, Colonel Dooley is a commercial pilot who formerly served as wing operations officer.

He is currently employed as a salesman for the Chocolate Company of America.

From the Commander

Other Side of Picture

by Brig. Gen. Richard N. Ellis

Civil Air Patrol members are well-acquainted with search and rescue and in the conduct of such operations. It is not often, however, that we hear from the other side of the picture—from the victims who are the objects of these searches.

Recently, the following letter came across my desk and I am pleased to pass it on to you. It presents, in a dramatic way, what Civil Air Patrol "is all about."

The letter was written to Maj. Gene McCordle of White Plains, N.Y., several weeks after the major had been instrumental in saving the life of the letter's author. Although it is a personal letter, Civil Air Patrol members everywhere can take pride in Major McCordle's accomplishment—and in the organization of which they are a part.

Here is the letter:

"Dear Major McCordle,

"I want to thank you and the rest of the Civil Air Patrol from the bottom of my heart for the part you all played in spotting my downed aircraft on August 9th near Lake Placid. I especially want to thank you, Major McCordle, for your skill in flying close to those peaks, under a low overcast, to find me. This saved my life, for the doctors have now told us that if I hadn't been found Saturday evening and evacuated Sunday morning, I would not have made it.

"I think it is wonderful that so many people reacted so fast from so many different places to start searching for me. I would be very much interested in hearing about the search operation from your point of view. Some of the details may be helpful to me in a paper I am preparing for the Flight Safety Foundation.

"As you probably know, my injuries, although fairly light under the circumstances, were severe enough to keep me in the Lake Placid Hospital all of August. I had a broken ankle, broken shoulder, crushed-in rib cage, bruised heart, fractured jaws, left cheek bone and left eye socket, fractured skull, and concussion. I recuperated at our summer home in Tupper Lake until Oct. 1st and then returned to our home here on Long Island to continue getting back to normal. The doctors say I can start back to work next week on a part time basis.

"On the day of the accident I remember listening for planes all day. Yours was the first I heard. I remember somehow getting out of the plane and waving my blood soaked handkerchief so that if the plane was spotted you would know I was still alive. I remember you made a low pass over the plane and wiggled your wings. I knew then for sure that I had been seen and help would come soon. How you saw me I'll never know. Before leaving Tupper, Dr. Berganinni (a pilot who was lowered by helicopter Sunday a.m. to tend to me) flew me over the site and, although he knew where to look, it took a full hour to spot the plane. I'll never forget the feeling of relief I had when I saw those wiggling wings. Thanks for everything.

"F. Peter Simmons."

I would like to thank Major McCordle for sharing this letter with us and to commend him for his flying skill and for his ability in air search which enabled him to effect Mr. Simmons's rescue.

These actions are in the highest tradition of Civil Air Patrol and reflect great credit upon himself and the organization.



CAP-USAF Is Target Of Gripes

by Lt. Col. Edwin Lewis

Headquarters, CAP-USAF, recently has been the target of complaints from governmental agencies resulting from Civil Air Patrol members using unauthorized methods of requesting excess government property and equipment for their units.

The complaints came from such agencies as the Defense Supply Agency, General Services Administration and specific government officials.

Since these agencies cannot take action to satisfy requests for property submitted by individual CAP members, they pass these requests to Headquarters, USAF.

Such action then generates much work, letters and messages and phone calls. All this effort does nothing to satisfy the CAP unit's immediate requirement.

To assist in eliminating the complaints, all CAP members should refrain from corresponding with agencies outside CAP or CAP-USAF when requesting unit property. Instead, see your squadron supply officer and assuming your need is valid, he will submit a request to the wing material officer.

If the property you seek for your unit is available he will issue it and if the item is not in stock he will pass your request to the wing liaison office who will take the appropriate action.

One point must be kept in mind at all times. Although you may have a valid need and since CAP exists on property determined excess by the Department of Defense, there is never any assurance your unit's requirements will be satisfied.

Wing, Region liaison personnel and National Headquarters are charged to do their best to assist your unit and will continue to do so.

We ask your support. Refrain from sending letters to governmental agencies or specific persons in government. If you have a valid complaint in the area of unit property acquisition, use the prescribed CAP complaint procedures covered in CAPR-123-3.

Outlook

No doubt, many of us remember the time when we shot a picture with the old box camera and then waited in anticipation for two weeks for the final product. All during this time we wondered just how it was going to come out, and then came the actual joy or sorrow at what we produced.

Science has now ended all that delightful anticipation. In a matter of seconds we can snap the picture and have the final product in all its resplendent color. And if we don't like it, we can just take another right on the spot. A remarkable accomplishment indeed. And yet, I wonder which was more fun.

Far be it from me to disparage modern technology, but I think the old way had its charms, even though the results were not nearly as good. Our enjoyment was spread out for us. We had fun taking the picture, and we had fun looking at it, when it finally came. In

Chairman's Comments

CAP and The Uniform

by Brig. Gen. F. Ward Reilly

An issue which has long been—and continues to be of great concern to myself and to the members of the National Executive Committee is a limited acceptance of Civil Air Patrol reflected by a great many officers and enlisted personnel of the Air Force. The reason can be attributed to several factors.

Many Air Force personnel do not understand the true nature of Civil Air Patrol, the full scope of its mission or its role and relationship to the Air Force as an official auxiliary.

In this area, the Air Force recognizes that its own effort to inform Air Force people has not been as fully successful as Air Force would desire. To remedy this, Air Force leaders from the Secretary, the Chief of Staff and the Air Staff have directed renewed emphasis be placed on the Civil Air Patrol in the Air Force Internal Information program.

On its part, every member of the Civil Air Patrol has a solemn obligation to so conduct themselves, at all times, as to earn the respect and confidence of the officers and enlisted personnel of the Air Force. This is especially true with respect to the wearing of the uniform.

The Civil Air Patrol uniform, with its distinctive insignia, establishes our Organizational identity. However, its close similarity to the Air Force uniform sometimes evokes resentment among some Air Force personnel—probably because they do not understand that its similarity is intentional, indicative of our official auxiliary status.

There is validity in wearing of the uniform by the hard core professional management, administrative, and operational senior personnel of CAP as well as an appropriate type of uniform for our cadets.

The Uniform is symbolic of organization discipline and authority in Civil Air Patrol and when it is worn it MUST be worn with pride, dignity and respect. Careless, indifferent or sloppy wear of the uniform is wilfully demeaning the uniform—an act punishable under the Uniform Code of Military Justice within the Military. And in Civil Air Patrol we intend to eliminate every vestige of Uniform impropriety.

Immediate corrective action should be taken to upgrade our Officer personnel in the area of Military customs, courtesy, leadership and training in the performance of their duty assignment. Criteria for officer personnel should be reviewed and upgraded to the highest practical level and the regulatory criteria for appointment and promotion, which in recent years has been somewhat relaxed, should be forcefully restated and enforced.

All of these matters will be a subject of discussion with the National Commander and will receive the full attention of the National Executive Committee at its next meeting.

In the interim, all levels of command must exercise their authority in requiring strict compliance with the regulations governing these matters.



... by Chaplain Vincent C. Merfeld

Science Compresses Our Joy

between, there was the happy anticipation. Modern science now compresses our joy so that in an amazingly brief space we snap the picture, look at it—and forget it.

Now let us look at other forms of modern instant gratification in our affluent society. We can pick up the telephone and without moving from the chair can talk to people thousands of miles away. We can switch on the television and stand right next to the quarterback as he directs the football team, or look directly into the eyes of the President of the United States as he addresses the nation.

A generation ago we didn't dare dream of such accomplishments; and yet, I do not think that our lives were so restless and unfulfilled as they seem to be today. Perhaps we're not equipped by nature to handle the rush of sensual experiences now available and presented to us.

Instant gratification has hurt us in many ways. Certainly, it is a mistake to think that the most important human drives and wants are capable of instantaneous fulfillment and that all human problems can be solved now. A good example is the Vietnam War.

Everyone wants it to be ended as soon as possible, but there are some who believe that all we have to do it pull out—like switching off a TV program that we find boring or offensive. And the impatience of young people who want to be treated like adults without growing up emotionally—it takes time.

Maturity does not come without experience. Then there are those in the church who want change yesterday; and it they don't get it, they quit. It would seem that they are more interested in their own gratification as opposed to "sticking to their guns" and fighting for what they believe in. Otherwise, their beliefs can't be worth much.

CIVIL AIR PATROL NEWS

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FAA, CAP Discusses Resources Integration

WASHINGTON, D.C.—Plans for greater integration of Civil Air Patrol-Federal Aviation Administration activities were discussed in a one-day conference of Air Force and FAA representatives in Washington, D.C. in December.

The informal luncheon meeting brought together Pentagon leaders, Headquarters CAP-USAFA representatives and

FAA officials in a move aimed to ensure greater cooperation on safety and other programs among the respective agencies.

Col L. H. McCormack Jr., CAP-USAFA, chief of staff, representing Brig. Gen. Richard N. Ellis, national commander, reported on plans to attract general aviation members into CAP. He also discussed long term planning for developing an instrument training program within the organization.

Dr. Theodore Marrs, Deputy for Reserve Affairs, Department of the Air Force, who had proposed the meeting, indicated his belief that CAP should use its capability to better assist the FAA in furthering its aviation safety. He also cited other areas where both CAP and FAA might cooperate, particularly FAA in the instructional-training area.

Other topics discussed included developing capability for CAP to conduct instrument flying and ground school clinics for general aviation pilots; CAP support of the SARDA plan, which FAA is developing a proposal airfield survey in which CAP participation might be sought and national and regional CAP-sponsored flying clinics.

Dr. Marrs was joined by Col. Willard H. Smith, special assistant to Deputy for Reserve Affairs, DAF and Lt. Col. John L. Bridges, chief, Civil Air Patrol Branch, Office of Air Force Reserves.

Col. Andrew J. Ritchey, deputy chief of staff, operations and Lt. Col. Alton L. Hilton, director of safety at Hq., CAP-USAFA, attended with Colonel McCormack.

Representing John Shaffer, FAA Administrator, were: Oscar Bakke, associate administrator for general aviation affairs; Ralph R. Lovering, special assistant for industry operations; Mervin K. Strickler Jr., special assistant for aviation education; Thomas J. Creswell, director of training; and Andrew J. Prokop, Chief, General Aviation Operations branch.



CAP HONORS EDUCATOR—Eugene Kropf (right), holds a plaque he received from John V. Sorenson (center), CAP assistant deputy chief of staff for education and training for services to the nation and Civil Air Patrol. Cited as an outstanding educator, aerospace leader and patriotic American, Kropf is the public affairs officer for Federal Aviation Administration's

western region, a member of the CAP National Aerospace Education Advisory Committee and pioneer in aerospace education workshop activities. Also attending the awards presentation ceremony in November in New Orleans is Dr. J. Wesley Crum, former NAEAC Chairman. (United States Air Force Photo).

CAP Concerned About Pilots' Prop Accidents

MAXWELL AFB, Ala.—Two recent accidents reported to CAP's National Headquarters serve as grim reminders of the need to check aircraft magnetos after each flight, safety officials here warned. Two pilots received major injuries from aircraft propellers and in each instance the pilot was pulling the propeller through after the engine failed to start.

The magnetos were off in both cases and the engine fired, causing the pilot leg injuries from the whirling propeller.

To prevent this type of accident, safety officials said, the aircraft magnetos should be checked after each flight by turning the mags off momentarily with the engine running just above idle speed. If the engine continues to run with the mag switch off, the aircraft should be grounded and appropriate placards installed until the discrepancy is cleared, furthermore, all propellers should be inspected as if the mag switches were on, safety officials said.

A little carelessness around propellers can be expensive and can cost a life, they said.

News Writer Joins CAP

DOYLESTOWN, Pa.—Noted newspaper woman, Mrs. Harry McCann, Daily Intelligencer staff writer and news reporter, recently joined the Doylestown Squadron after becoming impressed with Civil Air Patrol activities throughout the nation.

During the years she has worked closely with the local CAP unit and earned the Civil Air Patrol Certificate of Appreciation for her outstanding contributions to the organization while covering assignments for her newspaper.

Mrs. McCann also won the Keystone Press award for outstanding journalistic accomplishments. This award is presented by the Pennsylvania Newspaper Publishers Association, the Pennsylvania Society of Newspaper Editor and the Pennsylvania State University School of Journalism.

Needless searches can be avoided by closing out your flight plan.

Safety Team

(Continued from Page 1)

member Lt. Col. Raymond B. Maybrey is a senior Federal Aviation Administration medical examiner and until recently the director of the FAA Washington Medical Clinic in D.C.

The other council members are Lt. Col. Robert W. Griswold, North Central Region, Fred S. Adams, Southwest Region and Maj. Clifford L. Stone, Southeast Region. The Great Lakes Region and the Pacific Region have not yet appointed representatives to the council.

The council's initial plans for establishing a realistic safety program call for the installation of a safety officer in each CAP unit, safety education program to include instructional material for safety officers, a safety incentive program and the development of a professional attitude by those operating aircraft or ground vehicles.

CAP, Two Colleges To Sponsor Aerospace Education Ventures

MAXWELL AFB, ALA.—Civil Air Patrol will sponsor an international venture in aerospace education next summer in cooperation with Weber State College, Ogden, Utah, and East Carolina University, Greenville, N.C.

Featuring a jet flying classroom to five European capitals—London, Berlin, Rome, Geneva, and Paris—the 1970 International Aerospace Education Workshop is designed to give teachers, counselors, school administrators, and other

educators an opportunity to tour Europe and at the same time evaluate personally the international impact of air and space achievements on today's world.

The academic part of the tour will include lectures by internationally known leaders in education, aviation, space technology, military affairs, and international relations. Participants may earn six quarter hours of credit from Weber State College, but non-credit and special student may also register.

The tour will leave New York July 14 and return to New York August 4. Cost of the entire tour, including university fees, round-trip transportation from

New York and back, hotels, meals, sightseeing, transfers, taxes, and gratuities is \$970.00.

Participants must be members of Civil Air Patrol or of CAP's Aerospace Education Association. For full particulars and application, write to International Aerospace Education Workshop Headquarters, Civil Air Patrol (CPED) Maxwell Air Force Base, Alabama 36112

AIRCRAFT FOR SALE

Corporate Aircraft for sale. 1948 Navion (Ryan) L17B. Airplane hours 1252. Engine SMOH 875. Narco Mark IV radio. Minimum bid \$4300.00. Utah Wing, Civil Air Patrol, 2328 West Girard Avenue, Salt Lake City, Utah 84116.

Careless Preflight Attitude Is Cause Of Accidents

One of the most common types of "war stories" heard in hangar sessions are those embarrassing incidents where some pilot either neglected his pre-flight altogether or was careless in performing it. Who hasn't heard of aircraft taxiing out with red streamers from the gear pins flapping in the breeze? Or known of a student pilot wearing a T-33 fuel cap around his neck after spewing jet fuel over the countryside?

No one is immune. Take the Quality Control Officer in Vietnam who took off in a freshly delivered OV-110 with a wooden elevator lock still in place. His face turned from ashen-white to beet-red when he found he'd taken a picture with the lock standing out like a sore thumb.

Stories of red-faced pilots like these are humorous—if the blood rushing to his face and making him blush stays inside the skin. Often as not, a careless pre-flight causes a needless accident and there's nothing humorous about spilled blood.

Pre-flights are lifesavers, but only if done properly. A poor pre-flight is no more a lifesaver than a life raft with a hole in it.

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Cadet News Briefs

Tag Day Drive Nets Cadets \$554

PALM BEACH, Fla.—The Palm Beach Cadet Squadron members of the Florida Wing collected \$554.18 for its operational and building funds recently when they conducted a Civil Air Patrol flag day drive here among local shoppers.

The donations will be used for the unit's operational program and to erect a new building at the expanding airport, officials said.

Four cadets were cited for turning in the largest collections. They were Cadet Robert A. Frost who collected \$122.68 in voluntary donations; Cadet Jon P. Marting, \$108.92, Cadet Kevin P. Walkover, \$103.80 and Stephen L. Morris, \$91.38.

Crowned Queen of Maryland Wing

BETHESDA, Md.—Cadet 1st Lt. Lorie Hall of the Bethesda-Chevy Chase Cadet Squadron recently was crowned Miss Maryland Wing of 1970 at the Cadet Advisory Council Ball at Fort Holabird Officers' Open Mess at Baltimore. She earlier was named the Outstanding Cadet of the Year award winner at the unit's annual awards night and Christmas party at St. Paul's Methodist Church here and awarded a solo flight scholarship in recognition of her achievements, Capt. William R. Hicks, squadron commander, announced.

West Point Cadet Addresses CAP Cadets

WILMINGTON, Del.—Senior Cadet Donald Goff of the West Point Military Academy explained how his participation in Civil Air Patrol activities enabled him to meet the standards for appointment to West Point when he addressed members of the Wilmington Cadet Squadron recently at their December meeting. He also outlined the requirements for getting into the academy and later conducted a question and answer period after showing the film "Making of a Leader."

Hobbs Squadron Hosts Commanders

HOBBS, N. Mex.—The Hobbs Squadron of the New Mexico Wing was host for the Southeastern Group Commanders conference and the cadet advisory council here. Among the dignitaries attending was Col. Dale Parsons, New Mexico Wing commander. During the conference, Colonel Parsons presented the Hobbs unit the wing drill team award for the squadron's achievements in a recent drill competition.

Cadets Form Honor Guard for Burial

MOLINE, Ill.—Members of Quad City Cadet Squadron provided a guard of honor, a color guard and pallbearers for the funeral of former cadet Michael Lipe who died recently as the result of a "lit and run" accident. He was a member of the Quad City Cadet Squadron before his death.

Two Named to National Honor Society

BELLEVILLE, Ill.—Two Belle-Clair Optimist Cadet Squadron members Cadet Capts. Claudia Tonsi and Mary Ann Hartmann have been named to the National Honor Society at the Academy of Notre Dame at ceremonies last month at the academy's Regina Hall auditorium. The pair was among 24 girls approved by the academy for the honor society for demonstrating exceptional achievements in academics, leadership, character and service.

Cadets Search for Missing Boy

BRONX, N.Y.—Three Bronx Cadet units conducted a massive search of the New York subway systems for a mentally-retarded boy listed missing between 14th Street and IRT Division in December. Some 40 cadets compiled more than 360 man-hours while covering more than 150 miles on the search operation.

Despite the intensive search of the subway system covering Manhattan, the Bronx, Queens and Brooklyn the boy was not found. It is believed that he may have gotten off the train and wandered into Manhattan or Greenwich Village.

The search was the second of its kind for the Bronx Cadet Group. Four years ago, the unit rescued a mentally-retarded youth from the subway system after a three-day search effort.

Two WAF Assigned To CAP Hq.

MAXWELL AFB, Ala.—Two new WAF officers have been assigned duty at CAP-USAF Headquarters recently. They are 2d Lts. Krystyna Kraska and Toni-Anna Bjorn.

A former school teacher with the South Bend School Corporation at South Bend, Ind., Lieutenant Kraska is assigned to the Deputy Chief of Staff of CAP Personnel section.

Lieutenant Bjorn, a physical educator with the Unit IV Schools at Champaign, Ill., prior to her entrance into the AF, succeeds 1st Lt. Kathryn J. Wilson as chief of the cadet orientation section of the CAP Cadet Special Activities. Lt. Wilson is presently attending Squadron Officers School at Maxwell.

Lt. Kraska, a graduate of Clay High School at South Bend, Ind., attended St. Mary's College of South Bend where she earned a bachelor of arts degree. She also attended the University of Madrid in Spain, and earned her Air Force commission through the Officers Training School, Lackland AFB, Texas, in December.

She is the daughter of Mr. and Mrs. John Kraska of 227 West Cripe Street, South Bend.

Lieutenant Bjorn also was commissioned through the Air Force Officers Training School at Lackland AFB in December. Before entering the Air Force she graduated from the East High School at Rockford, Ill. and the University of Illinois at Champaign with a bachelor of science degree. While in college she was a member of the Zeta Tau Alpha and Alpha Sigma Nu scholastic achievement fraternities.

She is the daughter of Mr. Hartman A. Bjorn of 311 N. Day Ave., Rockford.

CALENDER OF EVENTS

| EVENT | DATE | PLACE |
|----------------------------|-----------------|--------------------------------------|
| CAP Advisory Panel Meeting | Feb. 4 | Pentagon, Washington, D.C. |
| NEC Meeting | Mar. 21 | Allentown, Pa. |
| MER Conference | Apr. 10-12 | Myrtle Beach, S.C. |
| SWR Conference | Apr. 17-18 | Lake Murray Lodge, Oklahoma |
| PACR Conference | May 9 | Las Vegas, Nev. |
| NEC Meeting | June 5 | Anchorage, Alaska |
| SER Conference | Aug. 14-15 | Savannah, Ga. |
| NCR Conference | Aug. 28-29 | Sioux Falls, S.D. |
| RMR Conference (tentative) | Sept. 11-12 | Jackson, Wyo. |
| IACE Planning Conference | Sept. 30-Oct. 1 | Washington, D.C. |
| National Board Meeting | Oct. 9-10 | Statler-Hilton, Washington, D.C. |
| GLR Conference | Oct. 30-31 | Indianapolis, Ind. |
| NER Conference | Nov. 20-21 | Shelburne Hotel, Atlantic City, N.J. |
| NEC Meeting | Dec. 4-5 | Maxwell AFB, Ala. |

CAP Assists MAC With 'Burn' Victim

BUTTE, Mont.—Joey Anderson spent Christmas Eve aboard an Air Force aeromedical jet as it sped to Cincinnati, Ohio. There was no Santa to make the tot laugh, even if he could have. No Yule caroling. It might have been a matter of life or death—Joey's.

The 18-month-old boy had suffered third degree burns over

60 per cent of his body and was being airlifted to the Shrine Institute Hospital in Cincinnati in an effort to save his life.

The aircraft, a jet C-9A Nightingale, belonged to the 11th Aeromedical Airlift Squadron at Scott AFB, Ill. Civil Air Patrol volunteers from the Butte area assisted in parking the aircraft.

Officials at the Cincinnati hospital which specializes in burn treatment recently reported that Joey is still listed in critical condition.

The emergency air evacuation got under way when Air Force Recruiters at Butte heard of the child's plight from Shriner Hospital representatives and called the Department of Defense at the Pentagon, Washington, D.C., for emergency assistance. The Recruiters, MSgt. James Kruckeberg and SSgt. Willis Cook also alerted the members of the Butte Composite Squadron to be ready to assist with parking the aircraft and crowd control generated by the news of the airplane's arrival.

Cpts. Hollis E. Coon and Juanita Hubber of the Butte CAP unit commanded the cadets engaged in the operation. The cadets were Jim Peterson, Mike Rolph, Jill Gratzner, Becky Renzema, Hal Hubber, Shelley Jones, Ralph Gibbs and Jeff Tong.

The MAC aircrew engaged in the humanitarian airlift included Maj. Douglas Erickson, aircraft commander, Maj. Tai Chun, co-pilot, Sgt. Herbert E. Dickson, flight engineer, Capt. Mary E. Adams, medical crew director, TSgt. Stanley Piasecki and SSgt. Lacey Bell, medical technicians.

In a token of the grateful appreciation of the Butte townspeople, the local Camp Fire Girls presented the MAC aircraft crew with a bouquet of bright carnations.

Follow your flight plan.

Five Cadets Win Mitchell Awards

MILLIS, Mass.—Five Norfolk County Cadet Squadron members earned Billy Mitchell awards and promotion to cadet warrant officer recently here. Mark Brewer, John Henderson, Mark Jewell, David Johnson and Frank Zersky Jr. attended the 1969 Massachusetts Wing Summer Encampment at Otis AFB to qualify for the awards.

Cadet Brewer is a squadron instructor; Henderson, cadet adjutant-operations officer; Jewell, cadet military education officer; Johnson, drill instructor and Zersky, one of three cadet private pilots in the unit.



COMMENDED—Navy Captain T. B. Purvis Jr. (center), deputy commander of the Defense Electronics Supply Center, Dayton, Ohio, receives a Civil Air Patrol certificate and letter of appreciation from Dayton-Gentile Squadron 704 officials. Honoring Captain Purvis for his support to CAP are Maj. Roger Baxter (left), squadron commander and Lt. Col. Daniel Rosinsky, squadron liaison officer. Captain Purvis was recognized for his support to the organization at a ceremony before his retirement from the U.S. Navy in December. (Photo courtesy of the Defense Supply Agency)

Liaison Men Among Elite Of CAP-USAF Operations

DAVIS-MONTHAN AFB, Ariz.—A select fraternity of seasoned Air Force sergeants is holding down a job in 32 states that often require a diplomat's tact coupled with the ingenuity of a Yankee-Trader. In Air Force circles and to the members of Civil Air Patrol they are known as Civil Air Patrol wing liaison NCOs.

One such is MSgt. Ben C. Stanton, a 51-year-old soft-drawling native of Colquitt, Ga., who began his military career 29 years ago as an infantryman. He is Air Force's man on the scene when it comes to CAP-USAF affairs in Arizona.

Stanton spelled out the tasks of the job, which normally requires a commissioned officer. "The LO's most important job is to maintain an airtight working relationship with military units

Civil Air Patrol does a great deal of flying in support of Air Force authorized search and rescue mission, and may draw needed aircraft parts and equipment through military salvage facilities such as the Air Force's giant, sprawling aircraft storage and disposition group at this Strategic Air Command installation near Tucson.

Since Stanton maintains his CAP liaison office here, he finds his proximity to the storage area a distinct advantage over other liaisons in other parts of the nation. A phone call in the morning can result in getting a much needed piece of communications equipment for an up-state CAP unit by late afternoon. The silver-haired veteran, who was wounded during the Battle of the Bulge, signs for the item, then gets the signature of a CAP official to complete the transaction.

A typical work day might find Stanton visiting with the governor or other state officials concerning the role of CAP in the state; later in the day a trip to southern Arizona to screen surplus vehicles which might be of use to CAP.

Stanton is the only airman in the state who can request and sign for Department of Defense equipment for CAP. State units are utilizing about \$233,000 of obsolete DOD materials in various operations which range from maintaining a statewide emergency radio network to keeping numerous small aircraft airworthy if needed for search missions.

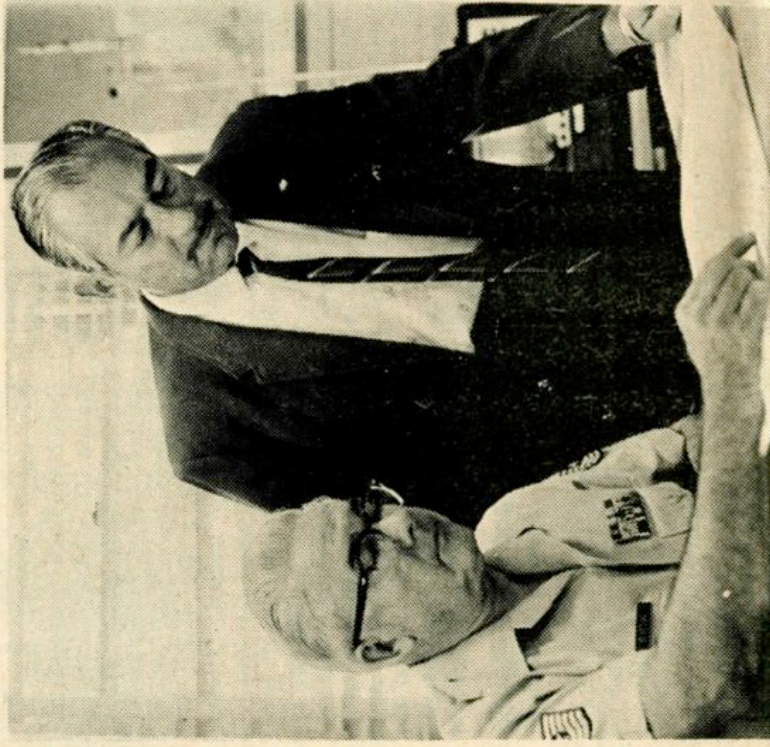
Protocol, working with news media and keeping a sensitive thumb on CAP-USAF matters for his Air Force boss in Dallas, Tex., Col. Joseph Mistrot, Southwest Region Liaison Officer, are some of Stanton's other jobs.

Stanton thinks that the liaison position offers the seasoned noncom a challenging, sometimes frustrating, and always interesting assignment.

"He must be savvy in a number of fields," Stanton said, "far too many to list and still be certain all are covered."

For openers, he continued, "He must be a multi-channelled extrovert, a driving mixer with a flair for public relations, recruiting and doing business with people at all levels of state and local government, including the military. Of course, these traits must be coupled with imagination and dedication to mesh with the mundane and routine administrative chores of the job."

Those are big shoes to fill, but Sergeant Stanton, who is on a second stint with CAP-USAF, evidently finds them tailor-made.



AIDS U.S. AIR FORCE RESERVES—Working closely with Air Force reserve officials in the state, such as Lt. Col. Clifford V. Levy, reserve coordinator for the Arizona Wing of Civil Air Patrol, is among many tasks assigned to MSgt. Ben C. Stanton, wing NCO liaison. (USAF PHOTO BY MSGT. BILL BOND)

Fliers Record 27,369 Air Hours On Air Force-Directed Missions

MAXWELL AFB, Ala.—Civil Air Patrol fliers did their thing in 1969 by logging a record-shattering 27,625 flying hours supporting Air Force-authorized search and rescue operations. The total number of hours tops a previous high of 24,857 flying hours in 1968.

During the year, CAP flew 38 persons' lives.

It was also a record-breaking year for the number of persons assisted by Civil Air Patrol during national and local disaster such as Hurricane Camille. Emergency Services officials at CAP's National Headquarters reported that 1,529 were assisted and another 149 were evacuated to safety from the stricken areas.

Texas Cadets Display Patriotism in Flag Raising Ceremony

GREATER BELLAIRE, Tex.—Local Civil Air Patrol cadets believe honoring the flag and patriotism is the "in" thing and practice what they believe here daily.

Under the direction of Maj. Peter Whitney, they raise and lower the flag in front of the City Chamber's office every day except Sunday.

"Their close attention to duty and respect for our flag are worthy of admiration from all our citizens," Roger Westrup wrote in Progress, the official publication of the Greater Bellaire Chamber of Commerce.

Two Honored At Ceremonies

MAXWELL AFB, Ala.—Air Force Commendation Medals and retirement certificates recently were presented to two Air Force sergeants assigned to National Headquarters CAP-USAF here.

In retirement ceremonies conducted by Brig. Gen. Richard N. Ellis, national commander, MSgt. Marion C. Krouse and TSgt. Billy G. Watts ended more than 48 years military service between them.

Each received the Air Force Commendation Medal in recognition of his service while assigned to the national headquarters staff.

Prior to concluding more than 26 years service, Sergeant Krouse was the administrative supervisor in the operations directorate, while Watts, who ended 22 years military service, was administrative NCO in communications.

Both sergeants are residents of Prattville, Ala.



FALCON AWARD WINNER—C/Col. Robert D. Anderson of Arizona Wing's Squadron 401, receives the CAP Falcon Award for demonstrating outstanding educational achievements in the CAP cadet program. Brig. Gen. Jack C. Ledford, commander of the 12th Aerospace Division, presents the cadet the award at a ceremony sponsored by the Tucson Chapter of the Air Force Association at the Davis-Monthan Officers Open Mess. (United States Air Force Photo)

Flying Gives Incentive To Youth With Problems

MAXWELL AFB, Ala.—Flight training has proved to be a significant factor in changing the behavioral patterns of disadvantaged, rebellious youngsters, according to a report recently reprinted by the Federal Aviation Administration. The report, entitled "Learning Through Aviation," was prepared by Lee Conway who researched a flight project at Roosevelt Junior High School, Richmond Unified School District, Calif.

The project was an educational experiment involving 25 13-year-old boys, their families, the project staff, and a light single engine airplane.

The students all had one or more significant disciplinary problems associated primarily with school and/or family background. All had histories of suspensions for various offenses. They were all low achievers or under-achievers, characterized by poor self-esteem and low self-confidence. They were resistive to instruction, believed that their teachers were prejudiced, and had little faith in the future.

After the group became involved in the flight project, suspensions ceased, and gains were marked in attendance, reading and speaking ability, measured achievement and grades, and general ability level. The boys became so eager to outdo each other to prove their pre-flight check proficiency that the flight instructor found over-competition to be one of his main problems.

The project staff brought about these changes by seeking to demonstrate to the students that they counted as individuals and that they could learn to fly. The students responded to the confidence shown in them by exhibiting improved social and academic behavior. To a great extent, according to the report, the vast academic discrepancies between the "have not" youth and the "have" students in the Richmond Unified School District were obliterated. The Roosevelt Flight Project, in short, was able to build a motivating atmosphere in which

The third unit took the students in small groups to Buchanan Field where the airplane was located. While one of the group was given in-flight instruction, the others were taught how to compute navigation problems. In the fourth unit, the students were exposed to a regulation private flying course, including pre-flight inspection, tower communication, traffic patterns, instrument flying, and, of course, actual piloting of the airplane.

This reprinted report (Document No. GA-20-78) may be obtained by writing to the Office of General Aviation Affairs, Federal Aviation Administration, Washington, D.C. 20590.

Moon Next for Polar Visitor

TUSCALOOSA, Ala.—“Some people think the trip to the Antarctic was the trip of a lifetime and I know it was, but I want to go to the moon now.”

Back at the University of Alabama here from a two-month junket at the U.S. Antarctic base at McMurdo Sound, Alan Cockrell, a student at the University, described this new goal. It will mean more education for this Civil Air Patrol cadet.

“I’ll have to get a Ph.D. degree in geology with specialties in lunar geology and volcanic action probably to even qualify. That’s my aim now,” he said.

Cockrell, a junior in the College of Arts and Sciences, majoring in geology, said this factor was “very significant” in his selection for the trip. He and John Coefield of Montana State University were chosen in August from some 32,200 Civil Air Patrol cadets. The National Science Foundation paid their expenses.

Scientific Studies

Scientific studies, performed under the direction of established professionals absorbed most of the students’ time—but not all. “One of my biggest thrills was sitting at the controls of the huge C-130 Hercules, piloting it back from the South Pole to McMurdo, approximately 900 miles from the Pole,” Cockrell recalled.

A private pilot by reason of his many years as a member of CAP, Alan felt quite at home even in “that big monster.”

From March to September, it is night in the Antarctic. All supplies have to be flown into the American’s 20-man Polar Base before the sun sets for 5½ months on Feb. 20. This, in part, explains how Cockrell got to fly easily to a spot that earlier in this century claimed the lives of many brave explorers.

Cockrell has many pictures but only a few souvenirs from the trip—a greenish penguin egg, some rocks and a bottle of glacier water.

His clothes were supplied by the Navy and he had to turn them in when he left, but they served admirably to protect him from weather which, even in summer, can dip to 30 degrees below zero.

Helped Biologist

Throughout the 10-week period he and Coefield were there, they helped biologists from the University of Minnesota study the life of seals; worked with University of California biochemists studying the blood protein of fish; studied the relationship of solar flares to radio blackouts and how to predict these events which ground all planes and blot out communications; and made several geologic and glacial determinations.

Without a sunset to tell the students and scientists when evening had arrived, schedules according to the clock were observed. “Supper was at 5:30

EDITOR’S NOTE: Last fall, two Civil Air Patrol cadets, John A. Coefield, student at Montana State University, and Alan H. Cockrell, student at the University of Alabama, travelled to the Antarctic as part of the National Science Foundation’s annual scientific expedition.

The two were attached to the U.S. Antarctic Research Program and participated in many of the program’s current projects.

The stories on this page describe something of their experiences. The story about Cadet Cockrell was supplied by the University of Alabama News Bureau. While it speaks only of Cockrell, it should be remembered that Cadet Coefield shared in all the activities. The story of the visit to the South Pole was supplied by U.S. Navy sources as were the photographs.

p.m. after which we had free time until we went to bed,” Cockrell said.

At McMurdo, the Navy had recreational facilities which they made available to the tourists. Included were an officers club, pool tables and movies. “They showed three old Audie Murphy cowboy movies one week,” commented Cockrell. “Football scores arrived about 24 hours after the games were played, so we were able to keep up with the teams. The Alabama-Mississippi game was broadcast on tape, so I did hear one complete game.”

Most of his time was spent in work. American ingenuity came through when it came to dreaming up ways to pass free time, however.

Seals Snowballed

“It was great fun throwing snowballs at the seals,” Cockrell said. “They didn’t throw any back. Seals are rather nonchalant—we could walk right up to them when they were sleeping and they would roll over and perhaps growl a little. They reminded me of huge dogs. They weigh about 1,000 pounds

and their heads bear a marked resemblance to bird dogs with long whiskers.”

In addition to using seals as playmates, Cockrell took part in a study of mammals in their underwater habitat. A television camera was set up under water to watch the seals and study their living habits.

Other studies were conducted as to the feasibility of marketing the fur and blubber of the seals. “There sure are a lot of seals down there,” he said.

“When I first arrived at Cape Crozier,” Cockrell reported, “I saw what I thought were a lot of rocks along the water’s edge. They turned out to be thousands of penguins.”

According to the cadet, penguins lay two green eggs each year, a day or two apart. In an experiment in which the Civil Air Patrol members took part, the yolks were removed from the eggs for protein study. “We were careful to take only one egg from a mother,” Cockrell said. “We would mark the first egg she laid and then take the second one. That way we didn’t disturb the penguin population.



FAR SOUTH FLIGHT—CAP Cadet Alan Cockrell tests his knowledge of flying by acting as co-pilot aboard a C-130 Hercules aircraft en route to McMurdo Sound in the Antarctic from the geographic South Pole. Alan said he felt right at home in the “big monster.” (U.S. NAVY PHOTO)

★ ★ ★ ★ ★ ★ ★ ★

Navy Host to Cadets On South Pole Flight

McMURDO, Antarctica—Operation DEEP FREEZE’s Antarctic Development Squadron Six (VXE-6) played host in November to two members of Civil Air Patrol.

Two college students, sophomore John A. Coefield, majoring in chemistry at Montana State University, and junior Alan H. Cockrell, a geology major at the University of Alabama, were chosen by the National Science Foundation to visit Antarctica.

During the week of Nov. 16, the two men, escorted by VXE-6

★ ★ ★ Band Penguins

“We also banded about 50 penguin chicks to study their migration habits. The chicks don’t stay close to their mothers and the mothers apparently don’t really care about their babies. All the penguins just bunch together without an inch of standing room between them and seem perfectly happy with the arrangement.”

Catching the chicks to be banded proved to be quite a chore for the students. When approached, the chicks would waddle off at top speed with their pursuers slipping and sliding on the ice. “They eventually fall flat on their bellies and you can pick them up. After banding they run back to the pack,” Cockrell said.

Catch Dragonfish

To study how fish live in the icy waters of the Antarctic and yet die when transported to warmer waters, the scientists fished through the ice and removed the hearts and livers for study. Seal blubber was used for bait and more than 200 fish were caught in one day. “I caught a dragon fish,” Cockrell said. “The scientists considered it quite unusual and pickled it rather than cutting it up. It was an aggressive fish that put up a real fight. It looked devilish and had ears and pointed teeth.”

Civil Air Patrol has been good to him, Cockrell reported. CAP helped him earn his pilot license, put him on seven summer encampments, gave him jet orientation studies, enabled him to travel internationally, and finally made it possible for him to go to the Antarctic.

Cockrell’s friends report that they would not be greatly surprised if the next stop for this talented young man really is the moon.

personnel, boarded a Navy Hercules aircraft for the three-hour flight to South Pole Station.

When they landed at the southern end of the earth’s axis, the group was met by Bill Van Steveninck, a seismologist with the U.S. Coastal Geodetic Survey, who acted as guide.

After a meal of truly “southern” fried chicken, the men toured the entire station, including a mile walk to the true geographic South Pole. It took longer than usual due to the 10,500 foot altitude, thin air, and the minus 37 degree temperature.

“It’s much easier breathing back in Alabama,” Cockrell noted.

Coefield, who has spent most of his life in Montana, had no trouble adjusting to the thin air.

Two days later, the cadets took a 3½-hour, 910-mile trip to Byrd Station, named for the famed explorer, Admiral Richard E. Byrd. The station is almost completely underground.

Escorted by one of the 12 scientists studying at Byrd, the men were given a complete tour of the complex.

For the remainder of their time “on the ice” the students travelled to various areas and participated in a variety of scientific studies.



THE TIP END—CAP Cadet John Coefield of Montana poses beside the world’s farthest-south point, the South Pole. He was guest of the U.S. Navy on the flight to the U.S. base at the pole. (U.S. NAVY PHOTO)

Texans Spot Plane Wreck

CONROE, Texas—Texas Wing fliers found the wreckage of a late model Cessna 172 and the bodies of the pilot and three passengers near Belleville, Texas, some 14 hours after becoming involved in the air and ground search mission in December. Nine light aircraft flown by pilots of the Texas Wing and helicopters from Texas Department of Public Safety and Houston's Sheriff's office were involved in the aerial search.

Some 70 senior members and cadets from Groups 13 and 22 under the command of Lt. Col. James L. Oliver were engaged on the mission with Maj. Don Bray the mission coordinator. Mission headquarters was at Montgomery County Airport near Conroe.

The missing plane was on a flight from Del Rio to Houston when it crashed near Belleville.

Also responding to the SARCAP were Civil Air Patrol members from Dallas who were forced to return home because of poor flying weather in the area.

CAP Unit On Guard At Crash

PORTSMOUTH, Ohio—Civil Air Patrol senior members and cadets maintained an around-the-clock vigil at the Pike County hillside aircraft crash site from Dec. 17-19 until the bodies of the five victims were removed.

Killed in the accident were Glenda Barnes, Michael Gibson, Donald H. Martin, the pilot David E. Weidner of Mount Carmel, Ohio, and Billy Hinson of Arlington, Tex. The plane was on a flight from Cincinnati, Ohio to Parkerburg, W. Va. when the crash occurred.

Engaged in the vigil were SMs Allen Howell, Mike Davis, Franklin Toth and Jeanette Howell. The cadets involved in the mission were Larry Shunway, David James, Rerry Angel, Mike Bowman, Charles Bell, Richard Kimbler, Phill Malone, James Fuller, Carl Bias, Randy Rhoden, Fred Nelson and Martin Van Bibber.



FOR the benefit of all members of the Civil Air Patrol, CAP News publishes the latest statistics of search and rescue activities throughout the organization.

These are unofficial figures compiled by the DCS/Operations at CAP's National Headquarters.

CAP SAR Activities (As of Jan. 18)

| | |
|------------------------|-------|
| Number of missions | 16 |
| Number of aircraft | 234 |
| Number of sorties | 373 |
| Flying Hours | 703.9 |
| Participating members | 338 |
| Mobile Radios | 9 |
| Fixed Stations | 24 |
| Lives Saved | 0 |
| Persons Evacuated | 1 |
| Persons Assisted | 1 |
| SAR Objectives Located | 4 |

* These statistics do not include participation by Hawaii or Puerto Rico Wings.

Propping accidents can be stopped—you can do it.

CAP Credited With Saves

Lost Hunters Rescued by New Mexico Wing

YELLOW CREEK, N.M.—Four Texas hunters were alive to usher in the new year, thanks to efforts of the New

Mexico Wing of Civil Air Patrol.

The Air Force's Aerospace Rescue and Recovery Service at Scott AFB, Ill., credited Civil

Air Patrol with saving the lives of the four after they became lost on a hunting trip in the wilds of New Mexico.

The saves gave CAP 37 for the year, ARRS officials said.

The group, which earlier had left El Paso for a hunting venture to Yellow Creek, N.M., was spotted from the air by a CAP New Mexico Wing volunteer pilot, who directed a forest service ground party in for the find.

New Mexico Wing fliers logged 46 hours in 10 sorties in support of the search and rescue operation.

Found were Fred Kyle and his two sons, Dave and Robert, and a third teenager, Eric Thompson.

Pilot Starts Kentucky SARCAP

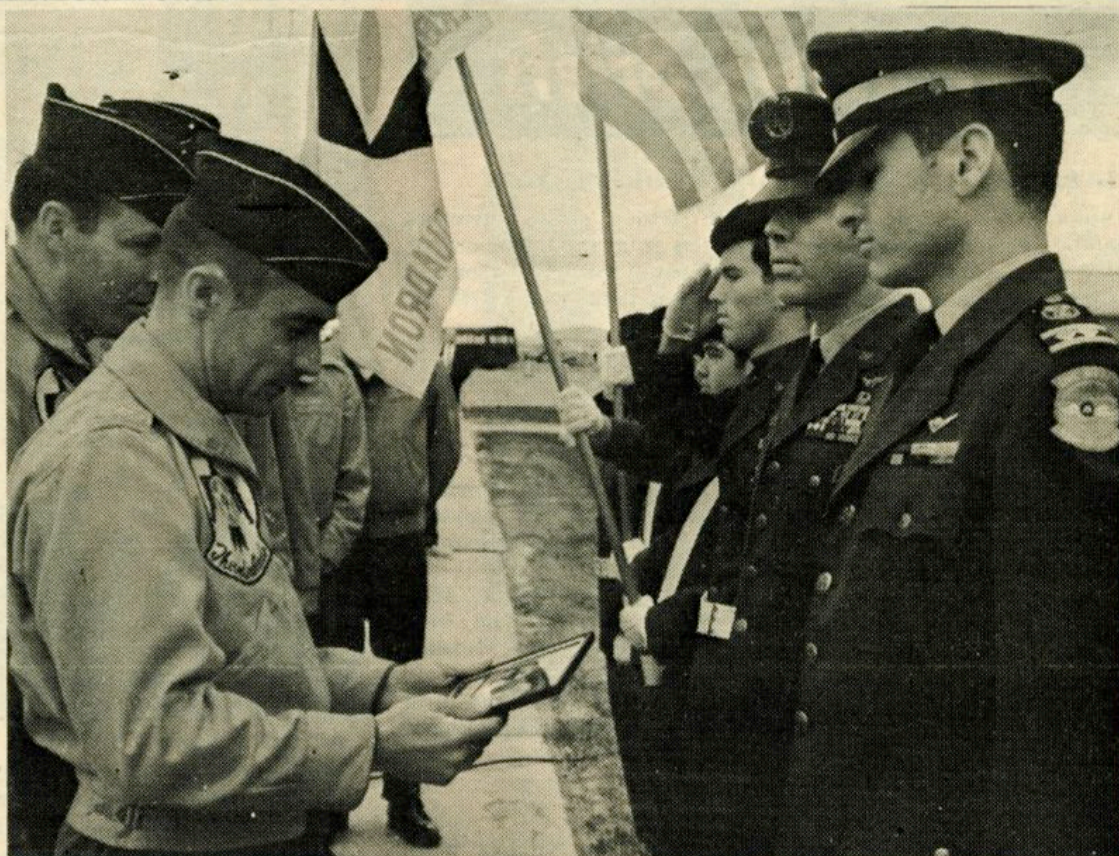
LOUISVILLE, Ky.—A private pilot who failed to close out his flight plan triggered a massive day long search for him by members of the Kentucky Wing in December. He was located at Harlan, Ky.

The wing alerted 25 pilot members and 30 observers to begin flying missions for the pilot listed as missing on a flight from Ashland, Ky. to Tri-City, Tenn. Four CAP airplanes and 15 member-owned airplanes were used in the aerial search as a total of 70 senior members and

40 cadets responded to the SARCAP.

Supporting air operations were personnel manning 13 fixed communications stations and 27 mobile units including three airborne communications stations. Ten CAP vehicles, eight CAP trucks and some 50 private automobiles were pressed into service to support the mission.

Lt. Col. Richard R. Dooley, was the mission coordinator for the search.



THUNDERBIRDS WELCOMED—The United States Air Force Thunderbirds are welcomed and presented a Civil Air Patrol memento of their return to Kirtland AFB, N. Mex., by members of CAP Thunderbirds Cadet Squadron IV, New Mexico Wing. The award is presented

by C/1st Lt. Darwin K. Erickson and C/Lt. Col. Russell Parmley on behalf of the CAP unit which is named after the famed aerial demonstration team. (United States Air Force Photo).

ARRS Man in Vietnam says:

CAP SAR Training Put to Good Use

LYNWOOD, Calif.—A Lynwood Cadet Squadron member who is now serving in the Air Force is putting his CAP emergency services training to good use while performing his duties in Vietnam.

In a letter to CAP's National Headquarters in which he requested CAP membership renewal, A1C Jeffrey L. Whitted said:

"It will interest you to know that a Civil Air Patrol member is engaged in search and rescue operations in Southeast Asia. I work primarily with the 40th Aerospace Rescue and Recovery Squadron as an aerial combat documentary photographer from the 600th Photographic Squadron.

"Our unit flies daily orbits near strike zones and is immediately on hand to rescue

downed crew members. We fly the HH-53 helicopter betterknown as the Super Jolly Green Giant or affectionately called by us the BUFF (Big Ugly Flying Fellow).

"In my four months of flying, I have assisted in three search and rescue efforts in which nine downed aircrew members were rescued.

"Being a Civil Air Patrol member makes the search and rescue operations in Southeast Asia even more worthwhile. This is because of the training I received in Civil Air Patrol. I feel that such training will not only be an asset to myself but to the cadets I plan to work with on my return to the United States," he concluded.

Californians Close SAR After Finding Airplane

BURBANK, Calif.—Civil Air Patrol fliers spotted the wreckage of a light plane in Nehall Pass on Oak Mountain, Jan. 17, and brought to a close two days of intensive aerial search operations by the California Wing. Pilot, WO Clifford Shipser, and observer, WO Tony Colletti, were credited with the find.

Civil Air Patrol was called into the search operation Jan. 15 after the Beech Bonanza plane, piloted by Donald Cupt of Delano, Calif., was reported missing on a flight from Van Nuys Airport to Delano.

In charge of the CAP operations was Maj. Joseph W. Quinn who launched 18 CAP-member-owned aircraft and three ground teams in the search effort.

A total of 45 CAP senior members and four cadets were engaged in the search. They were supported by radio communications from two fixed stations, six mobile units and 18 airborne stations. The pilots, observers and ground rescue teams were members of Group One's Squadron 35.

Also engaged in the search effort were two helicopters crews from the Los Angeles County Sheriff's Department and the members of the Los Angeles County Fire Department.

Wing Responds To Power Cut

MANCHESTER, N.H.—The New Hampshire Wing, commanded by Col. Donald R. DeFoe, in December, responded to an emergency situation by rushing emergency electrical power to homes and farms in the towns of Enfield, Cannan, Lyme and Oxford, N.H.

A severe ice storm after the Christmas holidays knocked electricity out for approximately three days.

Using an Army-type truck towing trailer with a big generator, CAP members provided emergency electric power at different points to help warm cold homes, run freezing equipment to save supplies of frozen food, pump water for livestock and pump milk from storage tanks into trucks.

CAP News Briefs

Three Recruiters Honor Brooklyn Men

BROOKLYN, N.Y.—Two Brooklyn Group senior members recently received honorary recruiters titles from three branches of the Armed Services for promoting enlistment in the military services and providing closer cooperation between the military and Civil Air Patrol units in the area.

Named honorary recruiters by the Air Force, Navy and U.S. Marine Corps were 1st Lt. Henry A. Shapiro, group information officer and his assistant, MSgt. Edward LaPorte.

Tennesseans Visit Air Force Museum

TULLAHOMA, Tenn.—The Tullahoma Cadet Squadron, Manchester, Winchester and Group VI personnel of the Tennessee Wing recently were hosted on a trip to the Air Force Museum at Wright-Patterson AFB, Ohio.

The group of 41 seniors and cadet members left Sewart AFB, Tenn. aboard a C-130 aircraft for Wright-Patterson and were welcomed to the base and museum by Maj. Gen. Lee V. Gossick, former commander of Arnold AFS at Tullahoma, Tenn.

During the group's visit its members toured the aeronautical museum and saw a full complement of aircraft from the beginning of man's flight to the present day.

Unit Salutes Its Sponsors

PULASKI, Va.—The Pulaski Squadron of the Virginia Wing recently saluted members of its new sponsoring committee and was awarded a Civil Air Patrol Distinguished Unit citation for its services to the victims of Hurricane Camille.

New sponsor committee members are C. V. Jackson, John R. Powers and Miller Bushong. The three received sponsorship certificates from Lt. Col. H. B. Little of Blacksburg and pledged to help the squadron find a permanent meeting place.

Maj. W. Scott Poe, Pulaski Squadron commander, received the Distinguished Unit Citation on behalf of his squadron. The unit was cited for its service in the Lovington area during the hurricane in August.

New Jersey Holds Military Ball

FORT DIX, N.J.—One hundred and thirty-five guests attended the New Jersey Wing's annual banquet and military ball recently at this facility. Col. Walter M. Markey, New Jersey Wing commander, was the guest speaker and Lt. Col. Frederick Bell, deputy wing commander, the master of ceremonies.

Among the guests were Brig. Gen. John Harrell, 438th Military Airlift Wing commander; Col. John Herbert, CAP-USAF liaison officer to the Northeast Region; Loren V. Skoog, McGuire AFB, Lt. Col. R. I. Nakamura, Northeast Region; Lt. Col. Charles Wood, wing chaplain and MSgt. David Kern, CAP-USAF liaison NCO to the wing.

A program of dancing followed the dinner at the Officer's Club.

Four Decorated At National Hqs.

MAXWELL AFB, Ala.—Four men assigned to Headquarters, CAP-USAF staff were decorated for their services at a combined awards and retirement ceremony here, Jan. 30, and congratulated by Brig. Gen. Richard N. Ellis, CAP's national commander.

Before his retirement from the Air Force, Col. Charles A. Allard, outgoing liaison officer for CAP's Southeast Region, Dobbins AFB, Ga., received the Legion of Merit medal for his work with Civil Air Patrol.

Two other liaison officers, Cols. Robert R. Johnston, North Central Region and Robert R. Sauer, Great Lakes Region, also received the Legion of Merit medal for similar services. Both are to retire this month.

The Air Force Commendation medal was awarded to SSgt. William M. Rehberg of the CAP-USAF cadet special activities section. He earned the decoration for serving with distinction at his previous assignment at Gunter AFB, Ala. where he was the noncommissioned officer in charge of the publishing branch of the 32d Air Division.

Duncansville Cadet Colonel Wins Falcon Award

DUNCANSVILLE, Pa.—C/Col. Richard B. Smith, former Duncansville Flight 1401 cadet commander, recently received the Civil Air Patrol Falcon award at the annual Pennsylvania Wing military ball at the state college. He became the 51st Civil Air Patrol cadet in the nation and fourth in the Pennsylvania Wing to earn the award.

He earned the award for serving with



distinction in the honor cadre and demonstrating outstanding achievements in aerospace education, military leadership, moral leadership while attaining top physical fitness.

A member of the corporation since October 1963, he has participated in a wide variety of cadet activities that included a two-week encampment at Griffiss AFB, New York, the basic Pennsylvania Wing Cadet Officers' Candidate School, later serving as a staff member and earning a private pilot's license.



APPOINTED AS CHAPLAIN—Rev. Gerald R. Gardner (left), who was recently appointed as a chaplain with the grade of captain, is welcomed to the Ohio Wing's Squadron 905 by Lt. Col.

Charles McClellan, Ohio Group IX commander. The pastor of the Alliance Church at Findlay, he has long been active in youth activities.

Hazelton Uses Aircraft, Weasel To Rescue Snowbound Motorists

DRUMS, Pa.—Civil Air Patrol aircraft and a weasel snow vehicle were used by the Hazelton Squadron 203 personnel of the Pennsylvania Wing to assist stranded motorists, locate missing persons and evacuate an expectant mother to a hospital when 12 inches of snow blanketed the Hazelton area Christmas Day. The weasel was used to check motorists stranded on Interstate 81 while the CAP aircraft was flown over rural areas to spot families in distress.

The squadron brought the stranded motorists more than 80 gallons of gasoline while providing others food. Mrs. Jane Aneskevick of Tresckow was transported by the weasel to the hospital where she gave birth to a baby girl. Six young campers, stranded in the woods by deep snow drifts, also were rescued as the weasel crew worked throughout the emergency period recording 50 hours of community service and traveling approximately 340 miles.

The weasel crew included Maj. Hubert J. Waskovich, 1st Lt. William Stauffer and C/Lt. Col. Hubert J. Waskovich, Jr. who acted as a ground observer. Throughout the emergency Civil Air Patrol broadcast a bulletin over the local radio station listing the services available to the public.

As Hazelton Airport was snowed in, Civil Air Patrol aircraft from Allentown flew the aerial surveillance missions alert to persons needing fuel, food or medical assistance. Those requiring medical assistance were

asked to place a red marker on the snow and those requiring information to the squadron food a green marker. Pilots headquarters and the weasel was seeing these markers dispatched to the area.

CIVIL AIR PATROL
SENIOR MEMBER ACCIDENT INSURANCE
FULL 24 HOUR—WORLD WIDE
ACCIDENT COVERAGE
IN THE AIR - AND - ON THE GROUND
AT HOME - AT WORK - AT PLAY
INCLUDING
ALL CIVIL AIR PATROL ACTIVITIES
WORLD WIDE TRAVEL
SEE CAP REGULATION 900-8

| BENEFITS | 1 Unit | 2 Units | 3 Units | 4 Units | 5 Units |
|------------------|---------------------|----------|----------|----------|----------|
| Accidental Death | \$5,000 | \$10,000 | \$15,000 | \$20,000 | \$25,000 |
| Dismemberment | 5,000 | 10,000 | 15,000 | 20,000 | 25,000 |
| Medical Expense | 500 | 1,000 | 1,500 | 2,000 | 2,500 |
| Annual Cost | AVAILABLE TO AGE 70 | | | | |
| Non-Pilot | \$10.00 | \$20.00 | \$30.00 | \$40.00 | \$50.00 |
| Pilot | 20.00 | 40.00 | 60.00 | 80.00 | 100.00 |

Upon joining Civil Air Patrol you may buy up to 5 Units if application is made within 60 days of enrollment.
Complete Application Below

If you have been a member in excess of 60 days, a special application must be completed if you wish to buy more than 1 Unit.
Application On Request.

One Initial Unit Available To Any Member—Any Time
COMPLETE APPLICATION BELOW

I hereby make application for Civil Air Patrol Senior Member Accident Insurance under Hartford Accident & Indemnity Co. Master Policy on file at National Headquarters, Civil Air Patrol.

NAME DATE OF BIRTH

ADDRESS

CAP SE. # PILOT NON-PILOT

BENEFICIARY RELATION

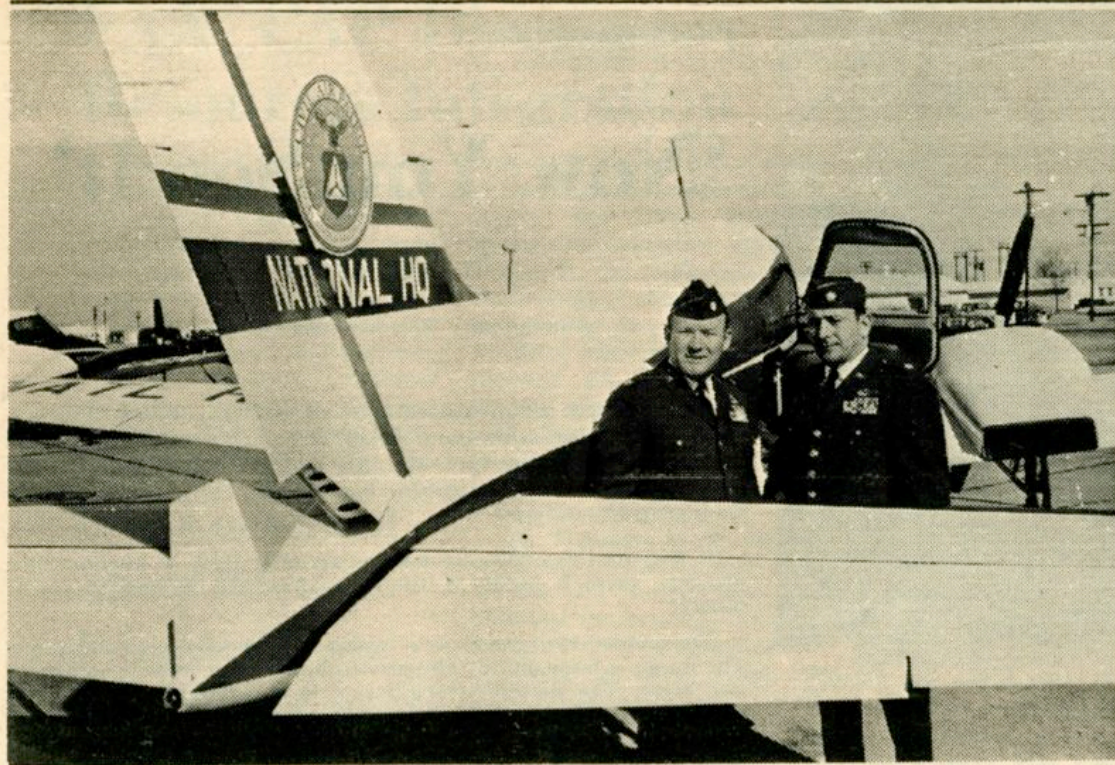
NO. UNITS APPLIED FOR PREMIUM \$

I CERTIFY I AM A MEMBER OF THE WING, CAP

I have been a member of CAP ☐ For less than 60 days
Please check one box ☐ For more than 60 days

SIGNED DATE

Make Check Payable to Turner-Weaver & Wilson—Administrator
PO Box 6010, Nashville, Tennessee 37212



PREPARE FOR CROSS-COUNTRY FLIGHT—CAP-USAF Pilots Lt. Col. Alton L. Hilton (left), director of safety and John G. Stewart, director of current operations, ready

the Cessna 310 aircraft recently given to National Headquarters by the Air Force for a cross-country flight. (United States Air Force Photo by MSgt. William J. Bond).

Hunter and the Hunted Becomes CAP Winter Saga

by Major Gary Crawford
MAXWELL AFB, Ala.—Alvin Fleidermous, successful businessman, private pilot, and for the past three days, deer hunter, slammed the door of Bill's Backwoods Bar behind him to keep out the biting winter wind. The heat from the potbellied stove was welcome as he stomped the snow from his

Pilots Urged To Avoid Thunderstorms

by Maj. Gary Crawford
Like the rose that smells the same no matter what you call it, the cumulo nimbus is just as mean whether you call it a thunderbomber, anvil head, or thunderstorm. By any name it is a phenomenon of nature that merits the utmost respect from all who fly. The kind of respect that the ancient Teutons gave their god Thor, whom they saw personified in the thunderstorm. Well, maybe not so reverent a respect as that but at least as much as you'd give a loaded gun or fused bomb.

You might even think of a thunderstorm as a "W-bomb" or Weather Bomb. It's well known that the energy brewed up in a thunderstorm makes any H-bomb built look like a firecracker. Fortunately for the pilot who blunders into one, the energy release is spread over a period of time. Ask anyone who's been in one and he'll say they are hairy enough as they are.

If the Air Force and airlines go to great lengths to keep their B-52's and 707's out of thunderstorms, it only makes good sense for the private pilot in his little bird to steer clear also. Avoid thunderstorms. Don't offer your airplane up as a sacrifice to Thor by making a thunderblunder. (CPOS).

boots and hung up his red plaid coat.

Since he was the only customer it wasn't long before he and Bill were engaged in that time-honored barroom dialogue, the sharing of mutual troubles. "Weather sure has been rotten the last couple days", observed Bill.

"You can say that again," Alvin agreed. "I was hoping for some snow for tracking but this is ridiculous. As fast as a deer makes some tracks they get covered with new snow. When I filed my flight plan they said the weather would be marginal and they were right. I just barely made it in before the storm hit. I'll bet my plane is covered with a foot of snow by now even though I did push it back under some trees. Sure dread cleaning it off to go home, especially if I don't get a deer to bring back."

"You flew in, too, huh? Lot of my customers were guys who came into the strip but they all left a couple of days ago. They were mostly all in Civil Air Patrol and had to go look for some missing pilot. Funny you didn't hear about it. You in CAP?"

"Now, I haven't got time for that. Let them use their vacation time looking for some dumb cluck that can't fly his airplane. I'll spend mine hunting. Say, I'll bet it's those CAP guys flying around up there scaring the deer during every little break in the weather. Probably their jeeps and trucks going up and down the roads ruining the hunting, too. I say if a guy can't handle his airplane, let him walk out of the woods."

"Well, don't know if I'd go that far but I'd sure like to charge that guy they're looking for for the business I'm losing. This is my biggest week of the year and all the customers are off searching for a lost pilot. Hey, hear that? Sounds like they've got some dogs on that

guy's trail tonight and they've got a hot scent."

"Boy, some people will go to any length to find a guy whether he deserves it or not. Lemme put some money in the juke and maybe it'll drown out all that racket."

Contemporary music being what it is, even the sound of the baying dogs and a dozen vehicles converging on the bar was drowned out and both Alvin and Bill were startled when a crowd of cold but obviously irate men and several excited dogs burst through the door. Not even the Rolling Stones at max volume could have covered up the burly CAP colonel's voice as he roared, "Are you the Alvin Fleidermous that forgot to close his flight plan?"

Alvin felt very small and alone as he squeaked, "Yes," just as Bill the bartender broke a bottle on the bar. (CPOS).

ADVERTISEMENT

Special Notice

The Education Materials Center (Bookstore) is happy to announce that the new Catalog has been received and that distribution is being made in the monthly distribution from National Headquarters as well as to individuals along with each order filled.

There have been some price changes and the cooperation of all is solicited in insuring that the correct prices are listed on orders submitted to the Bookstore. Price changes are effective 1 February 1970.

The new Catalog also contains a notice whereby individuals, ordering items from the Bookstore, may specify delivery by either Parcel Post or United Parcel Service (rather than the standard bookrate) at a small charge where expeditious delivery is desired.

FAA Pilot Briefs

FAA'S HIGH FLYING NAVAID INSPECTORS are the stars in the agency's new film, "The Inspectors." With an introduction by Gen. James Doolittle, the 16 mm, 27-minute, color film tells the story of the FAA flight crews which log 17 million miles a year checking the accuracy of the navigation facilities along the 250,000 miles of the nation's skyways. The film will be available in late October from the FAA Film Library, Aeronautical Center, P.O. Box 25082, Oklahoma City, Okla. 73125.

LOW COST DMEs IN THE OFFING? FAA will test two different inexpensive, low-powered, solid state DME systems, including ground stations and antennas, early next year at the agency National Aviation Facilities Experimental Center (NAFEC) near Atlantic City, N.J.

FAA PUBLICATIONS, 1969, POSTPONED. The new catalog of FAA publications is not expected to be available before December 29, 1969. An order form for individual cost items will appear in FAA AVIATION NEWS for November.

PIREPS WANTED ON MIGRATORY WATERFOWL. In order to develop more accurate information on the altitude and movement patterns of migratory water birds, pilots are being asked to file PIREPS whenever they encounter flocks of birds. The reports should be filed promptly with flight service stations, giving date, kind of bird, height above ground level, location in relation to nearest city, direction of bird flight, and time of sighting. Bird migration is heaviest between March-May and September-November.

PRESENT AND FUTURE AIRPORT CAPACITY is the subject of a new FAA report which provides planners with an accurate means to determine the adequacy of existing and future airport designs in coping with the steady growth of air traffic. The report prescribes a method for analyzing airports to determine capabilities in terms of both the movement rates and the aircraft operating costs resulting from the rates of flow of aircraft. "Airport Capacity Handbook" (AD 690 470) is obtainable for \$3 from the Clearinghouse for Federal Scientific and Technical Information, 5285 Port Royal Road, Springfield, Va. 22151.

PERSONAL IMMUNITY FOR PILOTS and others reporting near midair collisions (NMAC) will continue for another two years, from Jan. 1, 1970 to Dec. 31, 1971. The program, which started Jan. 1, 1968, seeks to encourage pilots, controllers, and others involved in NMAC incidents to submit complete reports on these incidents to FAA. Analysis of the 2,230 "near misses" reported last year was completed in July 1969 and the "NMAC Report of 1968" has recently been distributed. Continuation of the reporting program for two more years will enable the FAA to assess the effectiveness of corrective actions taken.

TAMING OF SONIC BOOMS is the task being undertaken by scientists at the University of Tennessee under a \$200,000 contract from the Federal Aviation Administration. During the two-year period of the contract, investigators will conduct both theoretical studies and tests in wind tunnels, ballistic ranges, shock tubes, etc. The University will study numerous sonic boom theories and explore unconventional supersonic designs to determine whether these designs would result in improved sonic boom suppression.

DEVELOPMENT OF A LOW-COST INSTRUMENT SYSTEM which will warn pilots of the presence of other aircraft is the goal of a \$279,032 contract awarded to the Melville Space and Defense System, Melville, N.Y. by FAA. Results of the 22-month study are expected to lead to specifications for a practical and acceptable airborne pilot warning instrument (PWI) system that would reduce the possibility of midair collisions.

A LOOK INTO THE FUTURE IN AIRPORT DESIGN is provided in a new FAA advisory circular which describes design and requirements for two types of general aviation airports for jets and larger aircraft. "Basic Transport Airports" accommodate jets weighing up to 60,000 lbs. and "General Transport Airports" handle aircraft up to 175,000 lbs. Included are such topics as design criteria, runway and taxiway widths, safety areas, clearances, design components, crosswind runways, pavement considerations, airport protection and property control, lighting, instrumentation and marking. "Airport Design Standards—General Aviation Airports—Basic and General Transport," AC 150/5300-6, may be obtained free of charge from the Department of Transportation, TAD 484.3, Washington, D.C. 20590.

FAA IS CONSIDERING LOWERING THE FLOOR of positive control to 14,500 feet across the U.S., except the Golden Triangle area in the Northeastern U.S. and the Los Angeles/San Francisco corridor, where the floor would be 10,000 feet by 1975. FAA Administrator John H. Shaffer, who announced the plan during a hearing on mid-air collisions, also said that selected airway corridors are planned to connect major traffic hubs which will be under positive control down to 10,000 feet. In the "Triangle" and Los Angeles/San Francisco areas the bases of these special routes would be about 6,000 feet.



ONE OF AIR FORCE's youngest first sergeants, SSgt. Linda Wilson checks out instrument board of small airplane and log book entries prior to take-off. Wilson is a

warrant officer in the Civil Air Patrol's Fairchild Composite Squadron and has logged more than 200 hours in gliders and 30 in powered aircraft. (U.S. AIR FORCE PHOTO)

Civil Air Patrol Warrant Officer Is One Of Air Force's Youngest Sergeants

FAIRCHILD AFB, Wash.—In nearby Spokane she is referred to as the "Flying Nun," but to her Air Force counterparts at this Strategic Air Command base she is known as the flying first sergeant of the Women in the Air Force (WAF) Squadron Section.

She is SSgt. Linda A. Wilson, one of the Air Force's youngest first sergeants and staff sergeants at age 21.

A flying buff since her teen-age days as a cadet member of her hometown Civil Air Patrol squadron in Twin Falls, Idaho, Sergeant Wilson has logged more

than 200 hours in gliders plus approximately 25 hours in powered aircraft.

Sergeant Wilson earned her "Flying Nun" tag working with the Sisters of the Good Shepherd, a Catholic order which maintains a home for teen-age girls who have problems coping with today's society. Sergeant Wilson spends much of her off-duty time assisting the sisters in their social work with the girls. Because of her interest in flying and her decision to enter a convent following her release from the Air Force, the

sisters have begun to refer to Sergeant Wilson as the "Flying Nun."

"During the time that I have worked at the home," Sergeant Wilson said, "I have decided that this is the field in which I would like to work."

An Air Force-trained general accounting specialist, Sergeant Wilson holds down first sergeant chores in addition to working in the accounting and finance office of the 92nd Combat Support Group at Fairchild.

During the 1968 Christmas holidays, Sergeant Wilson was chosen from a field of volunteers to fly on two combination mail delivery-air evacuation medical flights to South Vietnam. "This was the highlight of my Air Force career," she said following her return to the U.S.

Still active in Civil Air Patrol programs, she is a chief warrant officer in CAP, assigned to the Fairchild Senior Flight. Before entering the Air Force three years ago, she was a cadet lieutenant colonel with the Idaho Squadron. Her military training in Civil Air Patrol evidently paid off as she was later cited as Comptroller Airman of the Quarter while assigned to March AFB, Calif.

Sergeant Wilson credits her flying training opportunities to Civil Air Patrol and especially to assistance of Air Force Reservists assigned to Hill Air Force Base, Utah. "They (the Reservists) were always willing to take us (CAP cadets) up in a C-47 or C-119 for orientation flights," Sergeant Wilson commented. She said this was especially appreciated by some of the newer cadets who had never flown before.

Of her many trips sponsored by Civil Air Patrol, Sergeant Wilson recalls a visit to El Paso, Tex., which included a side trip to Juarez. "I best remember the glass factory, where we watched the workers hand-blowing vases and figurines, and the open market—where almost anything could be bought at 'your price'."

Pilot's eye cue:

'Now You See It'

by Lilly N. Thal

Montgomery Squadron, Md. Wing CAP

Much research is done presently on anticollision devices and there is also a lot of discussion about suitable 'downed aircraft locators'. It occurred to us, that in each case, the human eye is still one of the most effective and most available instruments. Do we know how to use it properly, though?

If you read through our observer training, SAR or mission pilot manuals, there is hardly a reference anywhere on how to see or observe.

The human eye, much as a television camera receives an image. The image is transmitted (also electronically) to a receiver—a part of our brain. The picture which forms in the retina of our eye is eventually projected onto a screen of nerve cells in the back of our head (our TV-tube). Now you see. But do you really SEE? If you were to fall asleep in front of a TV set, picture after picture, scene after scene projected onto the screen would unfold a story of which you were not aware.

Aviation in its early days was confronted with this problem. Then, the training consisted mostly of reminding fledglings to "Watch for the Hun in the sun". The rather perilous learning process by trial and error had survival as its reward. At the heart of the matter was the knowledge of 'how to see' or what is now often called: Visual Perception.

The SEEING we are talking about, essentially is a watching of the images which are projected back there in our head. If we piece the pictures together, we see an event. That, however, is not all there is to it. A baby has fine eyes and it can follow events pretty soon, but it takes time until it will understand a story. First it must learn to interpret pictures and events. Essentially, this is what the pilot or observer must do. We must learn to make an interpretation of the images which are received from around us or below us.

A tiny fixed dot in the sky, say in the periphery of our field of vision, can be received and be transmitted by the eye—and in turn be received by our nerve cell screen. But we may not see it consciously, we may not perceive it. Now, if the dot were not fixed, but moving, chances would be much better that we would perceive it. So would be the chances if we moved our eyes. If the dot moves and becomes larger, we have learned from experience to interpret it as a probable target of our attention—such as another aircraft.

A pilot well trained in perception almost literally can READ the sky and the best ones know how to 'speed read'. As in speed reading, we can improve our sky reading capability. But it is a process that must be understood and learned.

For the observer on a SAR mission, the reading process is more complex by an order of magnitude. If properly done, it is one of the most strenuous exercises of perception known to man.

We know that a fixed point on the image screen is not nearly as well perceived as a moving one. Almost all of our SAR targets, however, are fixed points. To complicate matters, the observer has to read the unfamiliar terrain like a foreign language book or starkly expressionist art.

His task is to find the familiar word or the recognizable object. Moving over terrain at 500 feet and 120 mph requires the ultimate skills of speed reading.

Try sometimes to estimate the number of images which your eyes receive under these conditions in one minute only. It must be hundreds. As in speed reading, the scanning process itself must be orderly to be effective.

Then each instantaneous picture has to be SEEN, interpreted and evaluated, all this in milliseconds. You probably have heard of some studies on perception—like the one where they show movies and "flash in" one or several frames with pictures which do not belong to test the viewers (subliminal) perception.

Well, it was found that people can be trained in perception. The FAA is experimenting along those lines. The USAF and NASA have learned a lot, and more about perception becomes known every day.

We think that some of these modern methods of training can be of use in our program. We think that we should learn about scanning, fatigue and many of the other things which make up the concept of visual perception—or observation. Which reminds me of a story:

During a recent flight check in our squadron a check pilot talked about VSO and the VSI and VFR and the VOR and all these V's generated some uncertainty in a group of bystanding "oldtimers". The check pilot turned to the group and asked: "What does the abbreviation VOR stand for?" and he received, as answer from one, the plausible conjecture: "Visual Observation Rules".

That sort of broke up the crowd. But after giving it many another thought, we have come to the conclusion that there might well be some Visual Observation Rules... though we don't know much about them.

Flying Facts:

Colds, Flying Don't Mix

by Lt. Col. Raymond L. Maybrey

National CAP Safety Council

Do you have a cold? Then stay out of the air. You should clear your sniffles before you go flying.

The common cold spells trouble for the pilot. It is often associated to fatigue and may contribute to vertigo, hypoxia, middle ear disease, and impaired vision.

Most of the cold remedies we doctor ourselves with these days contain antihistamines and

aspirin which can cause drowsiness and other serious reactions such as high blood pressure, increase in pulse, give you the jitters, disturb your vision and coordination, and also lower your resistance to hypoxia.

So if you have a cold, ask yourself if it's worth taking a chance of becoming one of flying's bad statistics.

BETTER STAY ON THE GROUND!!!!

Scholarship

(Continued from Page 1)

Active in community affairs in the Seattle area, Moores has spoken at numerous schools to promote Civil Air Patrol and aerospace education advantages. He has been credited with starting a new CAP squadron in Federal Way, Wash. This past summer, Moores hosted two foreign exchange cadets in conjunction with the International Air Cadet Exchange program.

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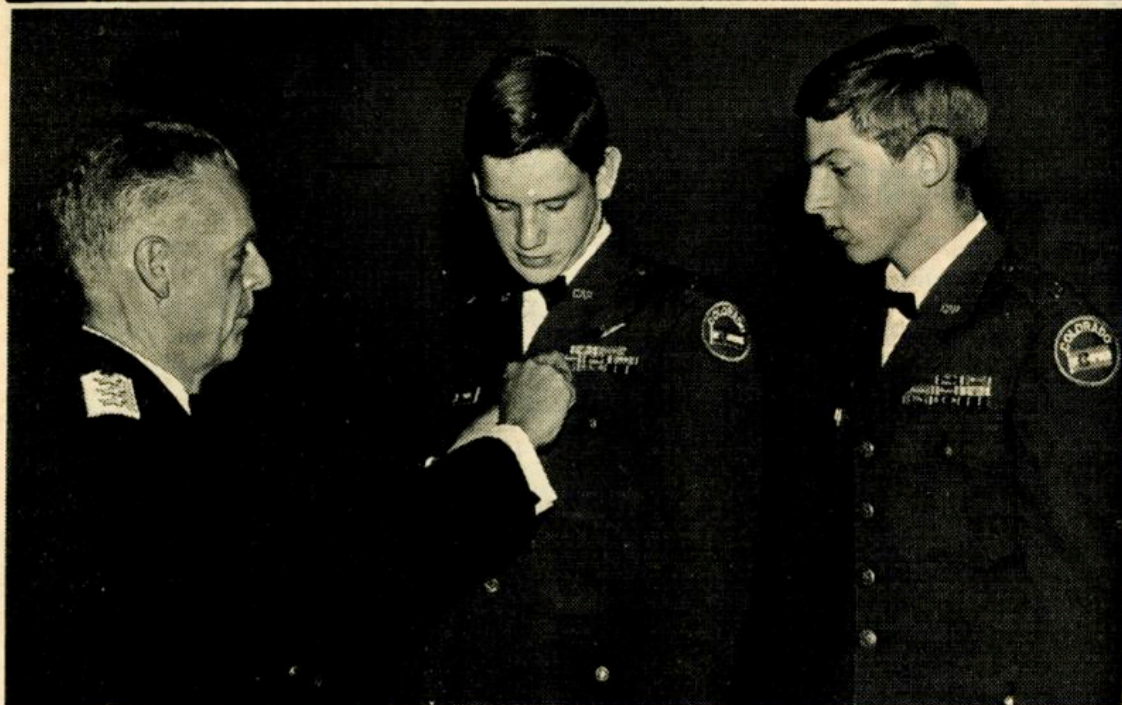
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DECORATED—Cadet WOs Dick Parker (Center) and Tommy Ford, both of the Colorado Springs Composite Sq., receive their Billy Mitchell awards from Lt. Gen. Thomas S. Moorman, Air Force Academy superintendent, recently at formal parent's night ceremonies at the Academy Community Center. A student at Mitchell High School, Parker is the son of Mr. and Mrs. Albert L. Parker. Winner of a \$600

flight scholarship last summer, he has soloed on a student pilot's license at Peterson Field. Cadet Ford is the son of Mr. and Mrs. Don Ford. He is a student at Palmer High School and is currently engaged in ground schooling to prepare himself for the Federal Aviation Administration written examination. (United States Air Force Photo)

Modified CAP Cadet Program Ready for July Kick-off Date

by 2d Lt. John D. McMahon, USAF

MAXWELL AFB, Ala.—Development of Dynamic Americans, Individualized Study, Activity Oriented and Achievement Contracts all are listed as the important parts of the modified cadet program to become effective, July 1, 1970 and mandatory for all units by Jan. 1, 1971.

The development of dynamic Americans and future aerospace leaders is the ultimate goal of the new program and CAP educators have analyzed the best methods of accomplishing this goal.

Headquarters, CAP-USAF (CPE) believes that a cadet program which allows for individualized study with the cadet progressing at his or her own rate of speed is an important consideration.

In addition, the CAP cadet program should be actively centered with the individual selecting those activities in which he wishes to participate. Combining the two ideas of individualized study and activities orientation is in essence the formula of the new program to go into effect.

Let's look at the specific progress by which the cadet will progress through Phases I-IV in the modified program:

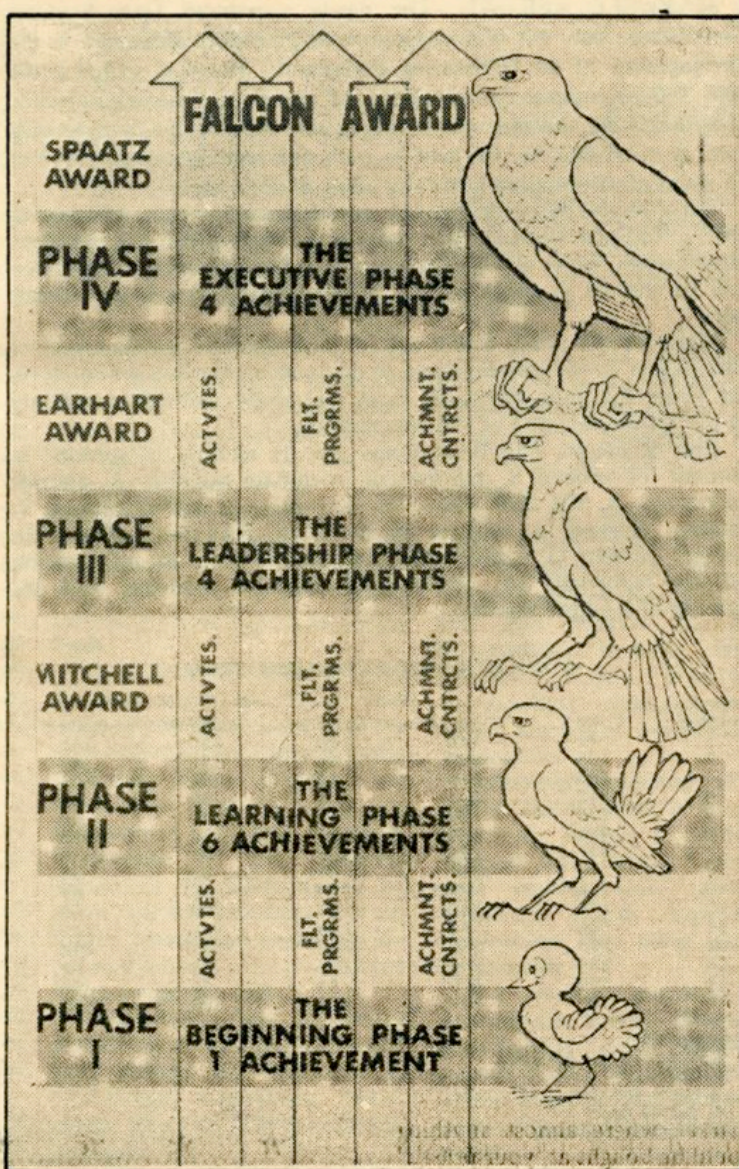
1. Cadet determines he wants to progress upward in cadet program to earn and hold grade, ribbons and gain access to more leadership and special activities;
2. & 3. He or she fills out request for the achievement contract by obtaining the squadron commander's signature and mails the contract with remittance to the CAP Educational Material's Center (Bookstore), CAP Headquarters;
4. Receives the achievement contract, inventories contents, studies details of the contract

and estimates the time it will take him to complete requirements.

Beginning, then, with the Gen. John F. Curry achievement and progressing Phase IV, the cadet is required to sign contracts which commit him to specific achievement completion

dates. The achievement contract is made by the cadet under the guidance, control and motivation of a designated squadron staff member.

The Phase I and II aspects of the modified cadet program will be discussed in the March issue of the Civil Air Patrol News.



Doylestown Mourns Loss Of Pioneer

by 1st. Lt. Doris M. Gensler

DOYLESTOWN, Pa.—Civil Air Patrol members were saddened to hear of the death Jan. 7 of Warrant Officer John Wampfler, 72, a mission pilot with the Doylestown Composite Squadron of the Pennsylvania Wing. Believed to be one of the oldest pilots in the organization, he continued to participate in aerial search and rescue missions until a few months before his death.

He died in his sleep at home here. Warrant Officer Wampfler was a member of the Doylestown unit since 1966 and before that served with the Colmar Composite Squadron.

The veteran CAP aviator began his flying career in 1939 at Frenchtown, N.J. and a few years later he and some friends cleared an area atop a hill near his home in Erwinna, Pa., for a landing strip. This area has since become Erwinna Airport.

A regular attendee at the Civil Air Patrol weekly meetings, he kept current on all flying regulations and encouraged teenaged cadets toward a career in flying.

GOVERNOR HONORED—California Gov. Ronald Reagan (right), receives a plaque and Honorary Civil Air Patrol Membership from Lt. Col. Francis H. Hart, Sacramento Valley Group IV commander, at a special ceremony recently. The governor earned the awards for his support to the Civil Air Patrol activities in the Sacramento Valley area. (Photo courtesy of Keith Fukui, Sacramento)

NSC Applications Now Being Accepted

MAXWELL AFB, Ala.—Applications are now being accepted from senior member commissioned officers and Spaatz Award cadets of Civil Air Patrol to attend the 1970 National Staff College.

The Staff College will be held July 11-17 here at the Air University.

Deadline for receiving applications submitted to Headquarters, CAP-USAF (CPE) is April 15, officials announced.

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CAP Educators Announce Plans for Tour of Orient

MAXWELL AFB, ALA.—A nine-week summer study-travel tour of the orient—including a visit to Japan's EXPO 70—has been announced by Dr. J. Wesley Crum, Professor of Education, Central Washington State College, Ellensburg, Wash., 98926.

Known as the "Summer Term in Tokyo and Tour of the Orient," the schedule includes sightseeing in Bangkok, Singapore, Manila, Hong Kong, Taipei, and various cities in Japan.

Its main feature is the opportunity for five weeks of study at Tokyo's Sophia University where students may earn 7½ to 12 quarter hours, or 5 to 8 semester hours, of upper division or graduate credit. Courses in the English language are available in Oriental history,

literature, government, economics, sociology and art, while those who wish may study Japanese.

Basic cost of the entire nine-week program is \$2,195. It begins 18 June and ends 18 August 1970. An official announcement may be obtained by writing to Dr. Crum or to Strasser Travel Service, 519 Union St., Seattle, Washington, 98101.

Dr. Crum is a member of Civil Air Patrol, and former president of CAP's National Aerospace Education Advisory Committee.

CAP Medical Officer Briefs Members on Drug Abuse

VAN NUYS, Calif.—"Drug Abuse—The Chemical Cop-Out," was the subject of discussion at a Civil Air Patrol seminar recently at the California Air National Guard auditorium at Van Nuys Airport, said Lt. Col. Ronald Stearns.

Maj. Jane Hedges, Los Angeles Group 1 assistant medical officer, was the project officer for the educational session that provided basic information on the dangerous drugs and narcotics. It was sponsored by Group I in keeping with the Air Force policy to disseminate information about one of the most devastating problems in the society.

"Today's youngsters are using chemicals as a means of escape and with alarming frequency. We can no longer ignore the dangers of drug abuse and dare not remain uninformed," said Colonel Stearns.

Those working with young people today agree that there is a better way for youth to "turn on" and experience a new feeling than to resort to the chemical cop-out—The youth who participate in Civil Air

Aircraft For Sale

The following corporate aircraft have been approved for sale to interested buyers. Bids or inquiries for information relative to these aircraft should be submitted to the organization possessing the aircraft. Bid closure date as indicated.

Cessna-172C. Date of Manufacturer 1962. N1519Y. Condition serviceable; total airframe time: 2819.7 hours. Total engine time: 2300 hours. Total engine time since last major overhaul 921 hours; minimum acceptable bid \$4,000.00. CAP reserves the right to refuse any and all bids. Aircraft possessed by the National Capital Wing Hq., CAP, OMR Box 428 Bolling AFB, Washington, D.C. 20332. Bid closure date: 31 March 70.

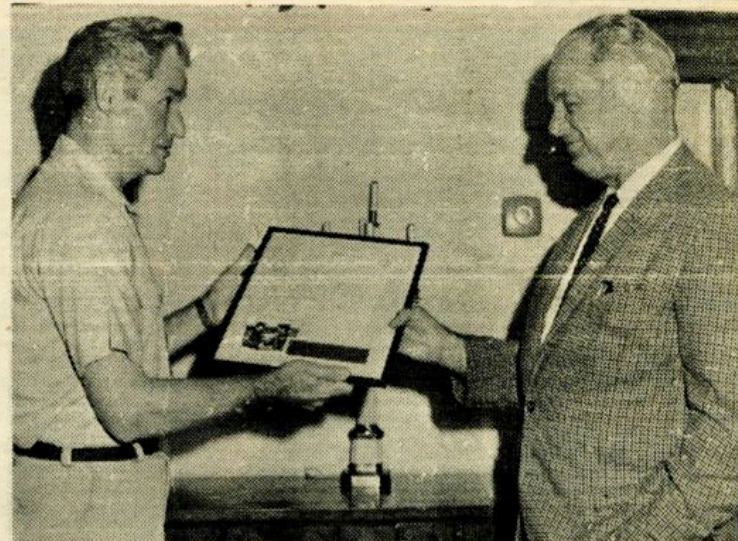
State Gives CAP \$15,000 Appropriation

WAYLAND, Mass.—A \$15,000 appropriation's bill was recently approved by the Massachusetts State Legislature for use by the Massachusetts Wing commanded by Col. Julius Goldman.

The bill won the support of Massachusetts Gov. Francis W. Sargent, Berkshire County Senator Andrea F. Nucifero, Massachusetts Aeronautics Commission Director Crocker Snow and State Civil Defense Director Allan R. Zenowitz.

The state appropriation will be used by the wing to purchase new radio equipment to support the CAP wing's statewide search and rescue and emergency services operations.

The wing was recently commended by the state for having one of the finest emergency services operations and the largest number of aircraft owners and pilots in the organization under the CAP-AFX program.



COMMENDED FOR CAP SUPPORT—Roswell Falkenberry (right), Selma Times-Journal Newspaper editor, receives a framed letter of appreciation for his support to the CAP Flying Training program from Col. James L. Stewart, commander of the 3615th Pilot Training at Craig AFB, Ala. The award was presented at the recent meeting of the Military Affairs Committee at Craig. (United States Air Force Photo by TSgt. Aubrey Green)

Selma Newspaper Cited For Support to CAP

CRAIG AFB, Ala.—Veteran Newspaperman, Roswell Falkenberry, Selma Times-Journal Newspaper editor, was honored for his support to the Civil Air Patrol flying training program recently at the Military Affairs Committee meeting here.

Col. James L. Stewart, 3615th Pilot Training Wing commander, presented Falkenberry a framed letter of appreciation for the Selma Times-Journal's donation to the flight scholarship program which

enables CAP cadets to receive private pilot training leading to a solo rating or a private pilot license.

The Selma Times-Journal was the first local business firm to make a donation to the program. A member of the CAP unit in Selma, Cadet Patrick Durden will soon reap the benefit of this donation when he begins flight instruction leading to private pilot certification at Sky Harbor Airport.

Since the Selma CAP unit's rudimentary beginning in 1966, membership has expanded to 40 seniors and 15 cadets. The unit now has two aircraft and headquarters at Craig.

Data Systems Committee Releases Survey Results

MAXWELL AFB, Ala.—The newly appointed Data Systems Committee, Dec. 15, was charged with providing assistance in the development of an "Operating Statement" aimed at utilizing the IBM 360-20 computer to simplify CAP reporting requirements while providing wing and unit commanders with an effective management tool. A questionnaire was sent to each unit seeking its evaluation of 15 items of information currently being disseminated.

Early results based on the 650 questionnaires already returned to CAP's National Headquarters are published here for the members information. When all the units respond, the tabulated information will be studied in depth by the Data Systems Committee, officials said.

Many of the items which will be recommended for inclusion or elimination in the development of computerized management tools for wings and units will result from that study, and will contribute to the future direction of the organization.

The tabulated data bank items are: 1. number of seniors; 2. number of cadets; 3. number of corporate aircraft; 4. aircraft utilization; 5. HH SSB radio; 6. percentage of active stations; 7. vehicles assigned; 8. vehicles in service; 9. FAA rated pilots; 10. aircraft owners; 11. cadets tested; 12. passing rate; 13. information officers reporting; 14. number of chaplains reporting and 15. number of required reports.

TABULATION OF DATA BANK ITEMS

| Item Number | Code 1 | Code 2 | Code 3 | Code 4 | Code 5 |
|-------------|--------|--------|--------|--------|--------|
| 1 | 71 | 148 | 170 | 110 | 157 |
| 2 | 105 | 130 | 156 | 112 | 153 |
| 3 | 263 | 186 | 110 | 51 | 46 |
| 4 | 242 | 201 | 118 | 52 | 43 |
| 5 | 230 | 181 | 126 | 71 | 48 |
| 6 | 260 | 198 | 106 | 56 | 36 |
| 7 | 254 | 207 | 100 | 56 | 39 |
| 8 | 271 | 201 | 96 | 53 | 35 |
| 9 | 124 | 177 | 169 | 99 | 87 |
| 10 | 172 | 180 | 140 | 102 | 62 |
| 11 | 156 | 130 | 139 | 112 | 119 |
| 12 | 163 | 150 | 139 | 102 | 102 |
| 13 | 234 | 200 | 112 | 68 | 42 |
| 14 | 350 | 169 | 74 | 41 | 22 |
| 15 | 196 | 159 | 122 | 89 | 90 |

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Medical Squadron Geared For All CAP Emergencies

ALLENTOWN, Pa.—Civil Air Patrol has its own air evacuation (AIREVAC) team here whose members respond to all ground and air emergencies on an around-the-clock basis. Believed

Unit Commander To Be Decorated

Allentown Osteopathic Hospital Administrator Daniel G. Richardi has been selected by the National Register of Prominent Americans to receive its national award certificate. He will also be listed in the perpetual register which is maintained at the Library of Congress.

Richardi is active in many civic and professional organizations, including president of the Pennsylvania Osteopathic Hospital Association; chairman of the membership committee of the Hospital Association of Pennsylvania; commander of the Allentown Medical Squadron of the Civil Air Patrol; board member of the Greater Delaware Valley regional medical program and a board member of the Lehigh Valley Council on Alcoholism and Drug Abuse.

to be the only unit of its kind in CAP, AMVETS Medical Squadron 3101 recently marked its fourteenth year of service to the nation as a CAP unit.

The unit was formed in 1956 when members of the staff of Allentown Osteopathic Hospital joined the civilian auxiliary of the United States Air Force and created the new unit by offering their healing skills.

Approximately 34 medical personnel are in the unit commanded by Capt. Daniel G. Richardi, hospital administrator. Other hospital members in the squadron include Dr. Ralph Stolz, D.O.; Ethel M. Brooke, unit information officer; Lt. Louis Wilkinson, nursing services chief; 1st Lt. Duane Wilkinson, administrative services officer; Barbara D. Hayes, secretary and Dr. Chester Kirk, one of the founders of the squadron.

Squadron personnel can load tents, medical supplies and life-saving equipment aboard mission aircraft in less than 30 minutes while responding to an emergency call. The unit stood alert to respond to emergencies resulting from the Alaskan earthquake in 1963 but was not called into action.

When blizzards swept New Jersey and floods ravaged Delaware in 1962, the medical unit went into action and its members earned two CAP unit citations for outstanding services during times of natural emergencies.

The Pennsylvania wing recorded its longest "Mercy Flight" in September when two pilots and a nurse flew from Allentown-Bethlehem-Easton Airport to Tulsa, Okla. to airlift an injured Allentown woman to her home.

Engaged in the mission were pilots, Maj. Arthur Rutledge, Capt. Richard Turner, both of Philadelphia, and Lt. Rose Zuanet, R.N., a member of AMVETS Medical Squadron 3101.

The patient, Mrs. Joseph Muzzel, received two broken bones in her left leg in an accident in Tulsa.

As the unit's primary mission is to supply medical support and trained medical personnel to support Civil Air Patrol emergency services efforts, the squadron is continually involved in aggressive summer and winter training programs to sharpen the skills of its personnel. Its



IN COMMAND OF SITUATION—Capt. Daniel Richardi (right) explains to cadets assigned to AMVETS Medical Squadron 3101 at Allentown, Pa., the right procedure for removing a patient from a light airplane.

personnel also participate in Civil Defense and Search and Rescue tests where their knowledge of decontamination and treatment of simulated emergency cases is put to the test.

Membership in this elite unit is restricted to males and females 18 years or older, officials disclosed.



PRACTICE MAKES PERFECT—An air personnel of AMVETS Medical Squadron 3101 evacuated simulated casualty is received by for treatment at the unit's field hospital.

CAP Educators Plan Meeting In Seattle

MAXWELL AFB, Ala.—Civil Air Patrol's Aerospace Education Association will meet Mar. 19-21 in Seattle, Washington. The meeting will be a feature of the 1970 National Congress on Aerospace Education sponsored by the National Aerospace Education Council.

CAP's National Commander, Brig. Gen. Richard N. Ellis, has approved the Congress as an official activity. Airlift will therefore be provided if it is available. CAP and AEA members who wish airlift should contact their Regional Director of Aerospace Education.

The theme of the 1970 Congress is "Aerospace for Today's Teachers." Featured will be a symposium for directors of aerospace education workshops and in-service institutes. There will also be many panels covering a wide range of subjects, along with two optional tours in the Seattle area, a film theater, displays and exhibits of instructional materials, social events, and organization meetings of which the AEA meeting is one.

The purpose of the Congress is to help meet aerospace education needs at all levels and in many curricular areas. For details concerning reservations and registration, write to Mr. Walter Zaharevitz, Executive Director, National Aerospace Education Council, 806-15th St., NW., Washington, D.C., 20005.

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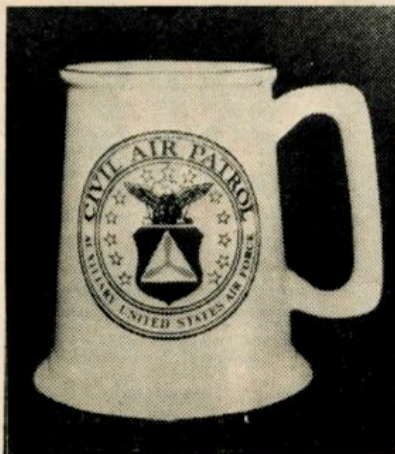
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CAP Commander Briefs Military On Organization's Varied Missions

MAXWELL AFB, Ala.—Brig. Gen. Richard N. Ellis, national commander, has started a series of Civil Air Patrol briefings to U.S. Air Force major command officials and specialized units throughout the country.

Accompanied by Colonel L. H. McCormack, Chief of Staff, General Ellis recently told the Civil Air Patrol story to General Jack J. Catton, Commander of the Military Airlift Command, during a visit to Scott AFB, Illinois.

While at Scott, the general also visited the headquarters of MAC's Aerospace Rescue and Recovery Service. He briefed Brig. Gen. Allison C. Brooks, commander of ARRS and then listened to the ARRS briefing which included status reports on missions that were currently in progress involving CAP personnel.

During a trip to Norton AFB, California, the CAP command briefing was given to Maj. Gen.

Edward M. Nichols, deputy inspector general for Inspection and Safety.

The same visit included a presentation to the Air Force Aerospace Audio Visual Service officials.

Other stops during the month of January were at Langley AFB, Va. and Shaw AFB, S.C. At Langley, General Ellis visited with General William W. Momyer, commander of the Tactical Air Command.

At Shaw, the briefing was presented to Maj. Gen. Richard H. Ellis, commander of Tactical Air Command's Ninth Air Force.

Earlier briefings were given to commanders of the Strategic Air Command, Air University, Air Force Logistics Command, and Headquarters Command, USAF.

The series of briefings is designed to show active duty Air Force personnel the mission of Civil Air Patrol and its contributions to the aerospace welfare and humanitarian needs

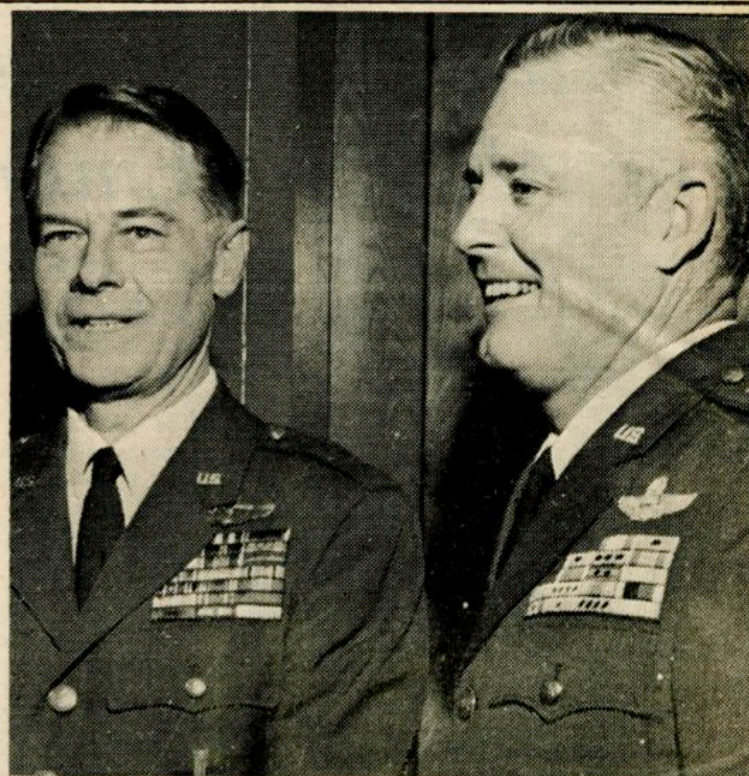
of the nation.

In the briefings, which are delivered by Colonel McCormack, such subjects as the multi-varied aspects of the mission are discussed. CAP's dominant role and participation in Air Force authorized search and rescue operations, its assistance during national and local emergencies, and the conduct of its vastly expanding aerospace education program are described.

The visits are designed to orient major air command commanders with the activities of CAP and its relationship with the Air Force.

General Ellis hopes that by spreading the CAP word at the top of the ladder, as far as Air Force command channels are concerned, the CAP story will eventually be known by all Air Force personnel.

The series of visits will continue with briefings to Aerospace Defense Command and the Air Force Academy scheduled for February.



CAP COMMANDER VISITS MAC—Brig. Gen. Richard N. Ellis (left), national commander, visits with Gen. Jack J. Catton, commander of Military Airlift Command, during a recent visit to Scott AFB, Ala. (United States Air Force Photo by SSgt. Eddie McCrossan)

In memoriam

Col. Larsen Dies Of Heart Ailment

by 1st. Lt. Patricia Davis

PORTLAND, Ore.—Memorial services were held Jan. 14 at the East Vancouver Methodist Church for Lt. Col. Albert R. Larsen, Oregon Wing executive officer, who died of a heart attack four days earlier.

Rev. Reah S. Dougherty conducted the memorial services at which Chaplain (Lt. Col.) Clifford S. Berggren assisted and cadets from the Vancouver Squadron served as ushers. After the service Colonel Larsen's remains were sent to Seattle for cremation.

Colonel Larsen is survived by his wife, CAP Lt. Col. Donald Larsen, son, Robert of Lincoln City, Ore., four grandchildren, brothers Morris and Ernest and a sister Helen DeLeo, all of Vancouver.

A veteran of more than 20 years active service in Civil Air Patrol, Colonel Larsen served in the Navy during World War II. He was also a retired State Patrolman and former deputy commander of operations of the Oregon CAP wing.

A commercial pilot, he was a strong advocate of youth and fully supported the CAP-sponsored International Air Cadet Exchange serving as escort officer to the wing cadets on trips to Washington, D.C. in 1953, to Norway in 1954 and to Florida in 1955. He served as the wing's project officer several years and was in charge of housing, entertainment and tours for the foreign cadets visiting his state.

While serving in Civil Air Patrol, Colonel Larsen earned the CAP SAR ribbon, IACE ribbon, blue service ribbon, cadet summer encampment ribbon, leadership ribbon, a meritorious service award and ECI diploma.

During his lifetime, Colonel

Larsen was active in the Washington State Patrol, served as Grand Chancellor of the Domain of Washington Knights of Pythias, was past president of the Lower Columbia Peace Officers Association, treasurer of the Northwest Antique Airplane Club, the Danish Brotherhood and a member of the Vancouver Flying Club.

Donations for flowers received by the family will go to the Oregon Wing's "Col. Al Larsen Memorial Scholarship" fund, which has been named after the aviator.



COL. LARSEN

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CAP Airlifts Feed To Rescue Wildlife

MECHANICSBURG, Pa.—The Susquehanna Senior Flight Squadron of the Pennsylvania Wing recently went into the wildlife conservation business when heavy snows cut off natural food supplies for the wildlife on the Blue Mountain of Cumberland and Perry Counties.

Working along with the Enola Sportsmen's Association, the CAP unit under the command of 1st Lt. Robert M. Ross flew over the area and dropped 200 pounds of cob and cracked corn feed from the CAP-owned Aeronca L-16. Engaged in the operation were SMs George Plough, Chester Moorhead and Capt. Earl Yarlett of Group 30.

Chaplain Merfeld Elected MCAA Chapter President

MAXWELL AFB, Ala.—The assistant national chaplain of the Civil Air Patrol has been elected president of the Alabama Chapter of the Military Chaplains Association of America.

Chaplain (Lt. Col.) Vincent C. Merfeld, a Roman Catholic priest since December 1944, was named to head the state chapter, one of 50 groups across the nation. He has been an Air Force chaplain since 1951.

The Military Chaplains Association of America, representing more than 10,000 chaplains, including active, reserve, retired and former chaplains, is the professional

association for military clergymen of all faiths, in all branches of the armed forces, the Veterans Administration and the Civil Air Patrol.

Chaplain Merfeld has been assigned to the National Headquarters Civil Air Patrol staff since February 1968, serving as assistant to Chaplain (Col.) Clarence E. Hobgood, CAP-USAF national chaplain.

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